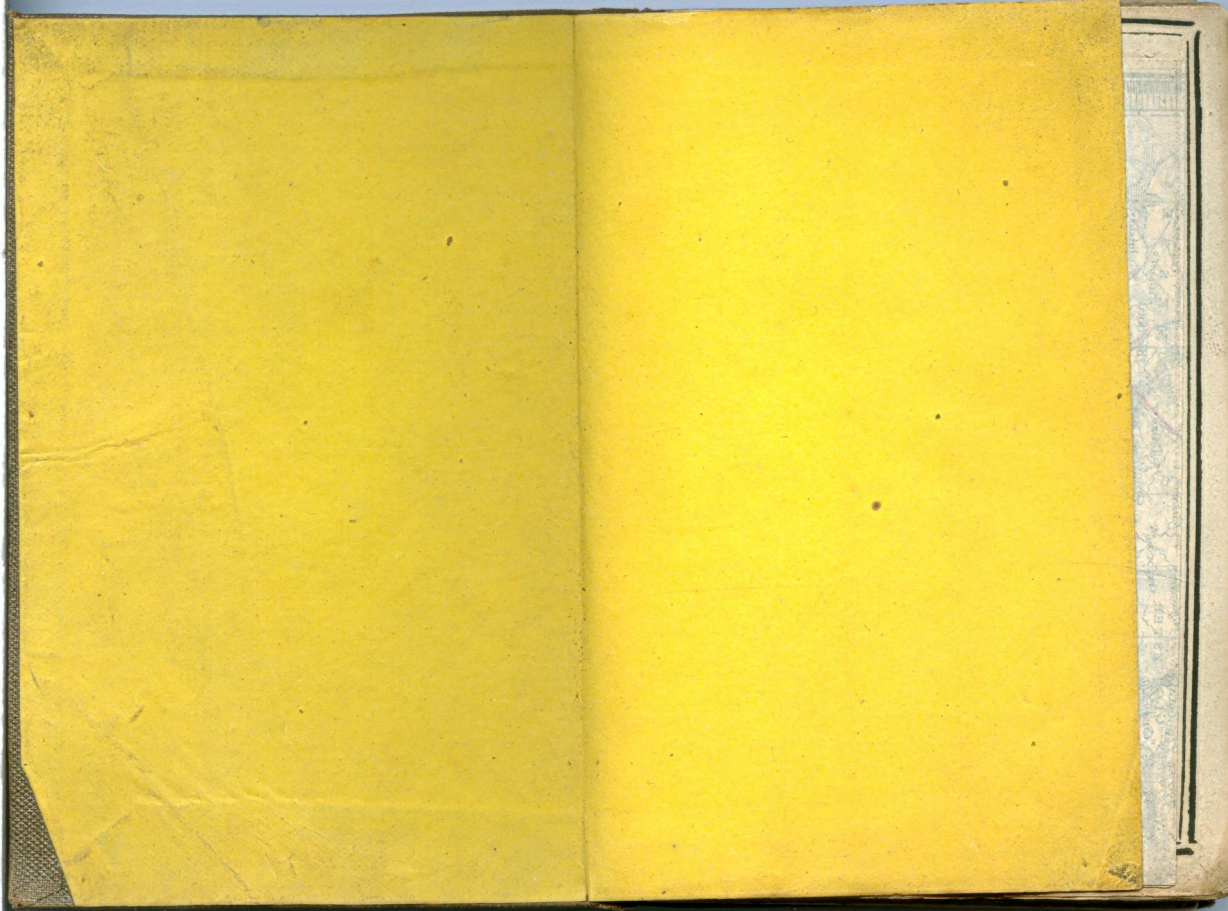


BRADSHAW'S

RAILWAY

COMPANION

PRICE 1s



(21)
BRADSHAW'S
Railway Companion,

CONTAINING

THE TIMES OF DEPARTURE,

FARES, &c.

OF THE RAILWAYS IN ENGLAND,

AND ALSO

Hackney Coach Fares,

FROM THE PRINCIPAL RAILWAY STATIONS,

ILLUSTRATED WITH

MAPS OF THE COUNTRY THROUGH WHICH THE
RAILWAYS PASS,

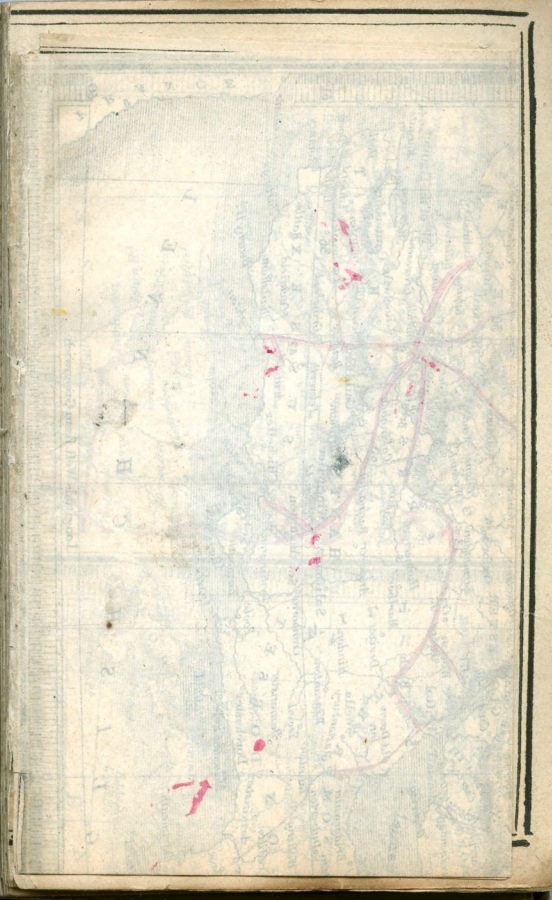
AND PLANS OF
LONDON, BIRMINGHAM, BRISTOL,
LIVERPOOL, AND MANCHESTER.

~~~~~  
PRICE ONE SHILLING.  
~~~~~

MANCHESTER :

PRINTED & PUBLISHED BY BRADSHAW & BLACKLOCK,
27, BROWN-STREET; AND SOLD BY
CHARLES DAVIES, NORTH JOHN STREET, LIVERPOOL ;
AND ALL BOOKSELLERS AND RAILWAY COMPANIES

~~~~~  
1842.







**NOTICE TO THE PUBLIC.**

The Time Tables forming this little Work are arranged as a Sheet, and published with the assistance of the Railway Companies, on the 1st of every Month, price 3d. Parties desirous of keeping the Companion correct may be enabled to do so, by purchasing one of those Sheets and substituting the Tables, in which alterations are made, for those in the Work.

The names of such Tables as have undergone a change will be mentioned at the foot of the Sheet.



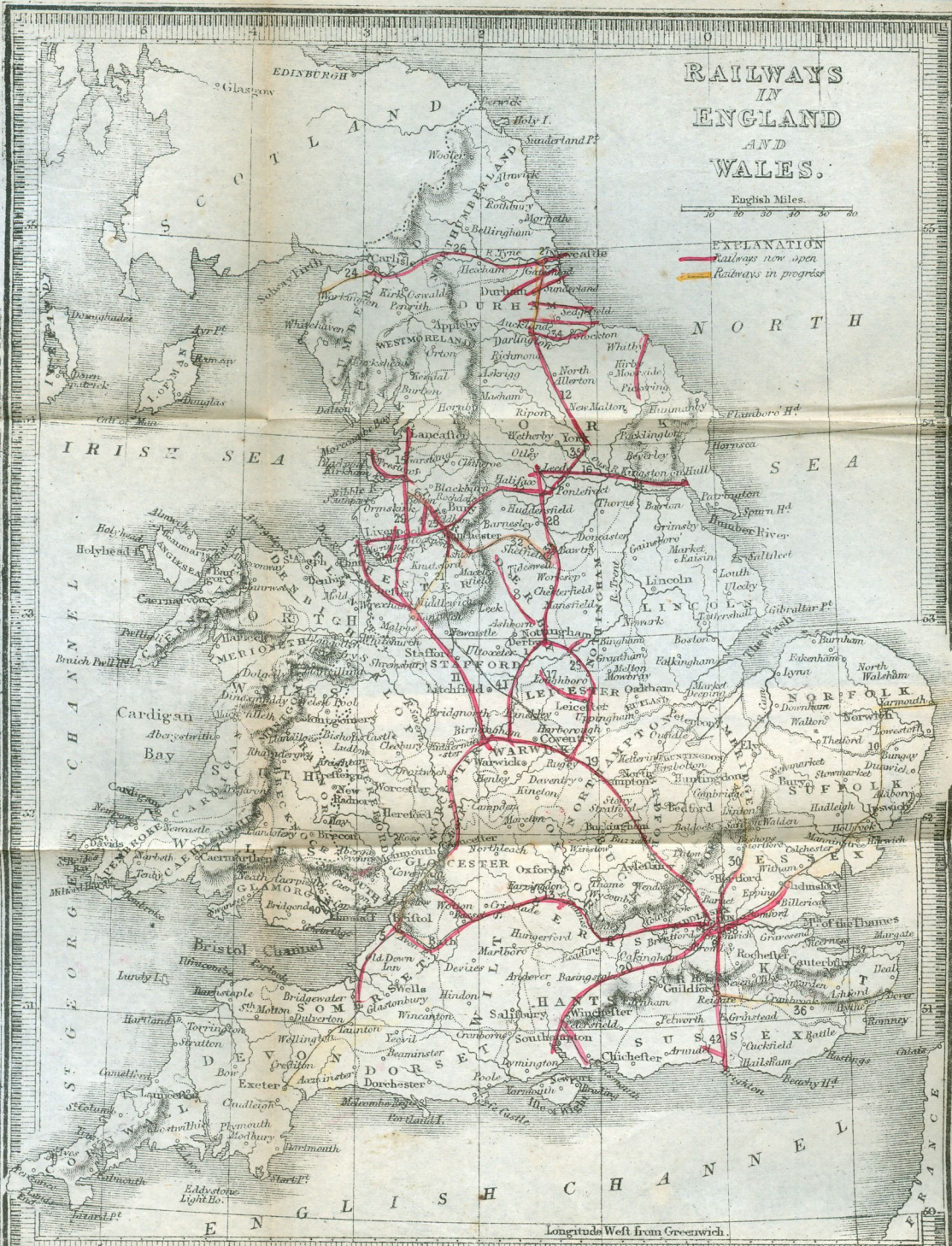
# RAILWAYS IN ENGLAND AND WALES.

English Miles.

20 30 40 50 60

## EXPLANATION

— Railways now open  
— Railways in progress



Longitude West from Greenwich.



## NOTICE TO THE PUBLIC.

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*The names of such Tables as have undergone a change will be mentioned at the foot of the Sheet.*







## LONDON AND BIRMINGHAM.

| Distances from<br>Birm'g. sta. | UP<br>TRAINS.<br><br>STATIONS | 6 <sup>30</sup><br>a.m. | 7 <sup>0</sup><br>a.m. | 7 <sup>15</sup><br>a.m. | 11<br>a.m.   | 8 <sup>15</sup><br>a.m.<br>* ml. 1 cl. | 10<br>a.m.   | 12<br>noon   | 1 <sup>15</sup><br>p.m. | 4<br>p.m.    | 2 <sup>15</sup><br>p.m. | 4<br>p.m.          | 6<br>p.m.    | 12<br>p.m.        | 1<br>a.m.    | FARES.                                      |                                      |                                      |                              |
|--------------------------------|-------------------------------|-------------------------|------------------------|-------------------------|--------------|----------------------------------------|--------------|--------------|-------------------------|--------------|-------------------------|--------------------|--------------|-------------------|--------------|---------------------------------------------|--------------------------------------|--------------------------------------|------------------------------|
|                                |                               | <i>mixed</i>            | <i>mixed</i>           | <i>mixed</i>            | <i>mixed</i> | <i>* ml. 1 cl.</i>                     | <i>mixed</i> | <i>mixed</i> | <i>mixed</i>            | <i>mixed</i> | <i>3rd class</i>        | <i>* 1st class</i> | <i>mixed</i> | <i>* ml. mxd.</i> | <i>mixed</i> | 4 inside by<br>day, or 1 d/6<br>in by night | 1st cls. car.<br>6 inside by<br>day. | 2nd cls. car.<br>closed by<br>night. | 2nd cls. car.<br>open by day |
| Mls.                           | BIRMINGHAM                    | ..                      | ..                     | 7 0                     | ..           | 8 30                                   | 10 0         | 12 0         | 1 15                    | ..           | 2 20                    | 4 0                | 6 0          | 12 0              | ..           | s. d.                                       | s. d.                                | s. d.                                | s. d.                        |
| 94                             | Hampton (Dby. Jn.)            | ..                      | ..                     | 7 20                    | ..           | 8 50                                   | 10 20        | 12 20        | 1 35                    | ..           | 2 54                    | 4 17               | 6 19         | ..                | ..           | 2 6                                         | 2 6                                  | 2 0                                  | 1 0                          |
| 184                            | COVENTRY                      | ..                      | ..                     | 7 47                    | ..           | 9 12                                   | 10 47        | 12 47        | 2 4                     | ..           | 3 29                    | 4 47               | 6 45         | 12 47             | ..           | 5 0                                         | 4 6                                  | 4 0                                  | 3 0                          |
| 224                            | Brandon                       | ..                      | ..                     | 8 5                     | ..           | 9 30                                   | 11 5         | 1 5          | ..                      | ..           | 3 47                    | ..                 | 7 3          | ..                | ..           | 7 0                                         | 6 0                                  | 5 0                                  | 4 0                          |
| 294                            | RUGBY (Mid. C. J.)            | ..                      | ..                     | 8 23                    | ..           | 9 43                                   | 11 17        | 1 23         | 2 35                    | 4 0          | 4 13                    | 5 17               | 7 18         | 1 23              | 1 5          | 8 6                                         | 8 0                                  | 6 6                                  | 5 0                          |
| 37                             | Crick and Welton              | ..                      | ..                     | 8 50                    | ..           | 9 50                                   | 11 50        | 1 50         | ..                      | ..           | 4 41                    | ..                 | 7 42         | ..                | ..           | 11 0                                        | 10 0                                 | 8 6                                  | 6 6                          |
| 424                            | Weedon                        | ..                      | ..                     | 9 4                     | ..           | 10 18                                  | 11 54        | 2 4          | 3 11                    | 4 30         | 5 04                    | 5 54               | 7 56         | 2 4               | 1 40         | 12 6                                        | 11 6                                 | 9 6                                  | 7 6                          |
| 494                            | BLISWORTH                     | ..                      | ..                     | 9 27                    | ..           | 10 40                                  | 12 15        | 2 28         | 3 35                    | 4 52         | 5 28                    | 6 16               | 8 17         | 2 28              | 2 0          | 14 6                                        | 13 0                                 | 11 0                                 | 8 6                          |
| 524                            | Roads                         | ..                      | 7 30                   | 9 25                    | ..           | 9 25                                   | ..           | 2 38         | ..                      | ..           | 5 37                    | ..                 | 8 27         | ..                | ..           | 15 6                                        | 14 0                                 | 11 6                                 | 9 6                          |
| 594                            | WOLVERTON                     | 6 45                    | 8 0                    | 9 55                    | ..           | 11 5                                   | 12 40        | 3 0          | 4 0                     | 5 17         | 6 50                    | 6 40               | 8 45         | 2 55              | 2 30         | 17 6                                        | 16 0                                 | 13 6                                 | 10 6                         |
| 654                            | Bletchley & F. Stfd.          | 6 58                    | 8 14                   | 10 21                   | ..           | ..                                     | ..           | 3 26         | ..                      | ..           | 7 20                    | ..                 | ..           | ..                | ..           | 19 6                                        | 17 6                                 | 15 0                                 | 12 0                         |
| 714                            | LEIGHTON                      | 7 14                    | 8 30                   | 10 37                   | ..           | ..                                     | 1 16         | 3 42         | ..                      | ..           | 7 40                    | 7 16               | 9 21         | ..                | ..           | 21 0                                        | 19 0                                 | 16 0                                 | 12 6                         |
| ..                             | Aylesbury                     | 7 0                     | ..                     | ..                      | 11 0         | ..                                     | ..           | ..           | ..                      | ..           | 7 0                     | ..                 | ..           | ..                | ..           | 21 6                                        | ..                                   | ..                                   | 14 6                         |
| 804                            | TRING                         | 7 41                    | 8 57                   | 11 5                    | 11 26        | 12 6                                   | 1 42         | 4 11         | 5 0                     | 6 17         | 8 10                    | 7 42               | 9 46         | 4 1               | 3 35         | 23 6                                        | 21 6                                 | 18 0                                 | 14 6                         |
| 844                            | Berkhamstead                  | 7 54                    | 9 9                    | 11 16                   | 11 39        | ..                                     | ..           | 4 25         | ..                      | ..           | 8 22                    | ..                 | ..           | ..                | ..           | 24 6                                        | 22 6                                 | 19 0                                 | 15 0                         |
| 874                            | Boxmoor                       | 8 4                     | 9 19                   | 11 25                   | 11 49        | ..                                     | ..           | 4 34         | ..                      | ..           | 8 32                    | ..                 | ..           | ..                | ..           | 25 6                                        | 23 6                                 | 19 6                                 | 15 6                         |
| 914                            | Kings Langley                 | 8 12                    | 9 27                   | ..                      | 11 57        | ..                                     | ..           | ..           | ..                      | ..           | 8 42                    | ..                 | ..           | ..                | ..           | ..                                          | ..                                   | ..                                   | ..                           |
| 944                            | WATFORD                       | 8 21                    | 9 36                   | 11 40                   | 12 7         | 12 35                                  | 2 11         | 4 49         | ..                      | 6 45         | 8 52                    | 8 11               | 10 15        | ..                | ..           | 27 6                                        | 25 6                                 | 21 0                                 | 17 0                         |
| 1004                           | Harrow                        | 8 39                    | 9 54                   | 11 55                   | 12 24        | ..                                     | ..           | 5 7          | ..                      | ..           | 9 10                    | ..                 | ..           | ..                | ..           | 29 6                                        | 27 0                                 | 22 6                                 | 18 0                         |
| 1124                           | LONDON                        | 9 30                    | 10 30                  | 12 45                   | 1 15         | 1 30                                   | 3 15         | 6 0          | 6 30                    | 7 45         | 10 0                    | 9 15               | 11 15        | 5 0               | 32 6         | 30 0                                        | 25 0                                 | 20 0                                 | 16 0                         |

The 3rd class train takes passengers, private carriages, and horses, at the following charges.—From Birmingham to London, Passengers 14s. carriages £3, horse boxes £4 and in proportion for intermediate stations.

**Sunday Trains.**—Mixed 8<sup>15</sup> mail a.m., Mixed 1<sup>15</sup> p.m., mail mixed 12<sup>15</sup> (& 1<sup>15</sup> a.m. from Rugby), from Wolverton 6<sup>15</sup> a.m.

\* Trains in conjunction with the Grand Junction, Liverpool and Manchester. † Trains in conjunction with the Birmingham and Derby Junction. ‡ Trains in conjunction with the North Midland. § Trains in conjunction with the North Union and Lancaster and Preston Junction. ¶ Trains in conjunction with the Midland Counties, Leicester, Nottingham and Derby.

Passengers are especially recommended to have their names and address, or destination, *legibly written* on each part of their luggage, when it will be placed on the top of the coach in which they ride. If the passenger be destined to Liverpool or Manchester, and have booked his place through, his luggage will be placed on the Liverpool or Manchester coach, and will not be disturbed until it reach its destination; and to prevent mistake the passenger should show his ticket to the porters, and see that his luggage is placed on the proper coach. No private carriages or horses can be conveyed by the night mail trains, up or down, nor by the down day mail train.

A passenger having paid his fare, and taken out a ticket, may go by any of the trains of that day, but the ticket will not be available on the following day unless under special circumstances, when it may be exchanged for a new pass for the day required.

The Eagle-coach through Bedford to Cambridge leaves Weedon station, after the arrival of the first Midland Counties up train, six minutes before 12, and arrives at Cambridge at 7 the same evening.

Carriages, Trunks, and Horse Boxes are kept at the principal stations, but to prevent possibility of disappointment, it is requisite that one day's previous notice be given whenever they are required.



| Dis-<br>tance. | DOWN TRAINS.          |            |           |            |           |           |                      |            |             |            |           |           |            |           |            |            |                       | GOODS. |       |
|----------------|-----------------------|------------|-----------|------------|-----------|-----------|----------------------|------------|-------------|------------|-----------|-----------|------------|-----------|------------|------------|-----------------------|--------|-------|
|                | STATIONS.             | 8½<br>a.m. | 6<br>a.m. | 11<br>a.m. | 8<br>a.m. | 9<br>a.m. | 10½<br>a.m.<br>mail. | 11<br>a.m. | 12<br>noon. | 1½<br>p.m. | 2<br>p.m. | 4<br>p.m. | 4½<br>p.m. | 5<br>p.m. | 5½<br>p.m. | 7½<br>p.m. | 8 55<br>p.m.<br>mail. | a.m.   | p.m.  |
| Mis.           | PADDINGTON ..         | ..         | 6 0       | ..         | 8 0       | 9 0       | 10 15                | 11 0       | 12 0        | 1 30       | 2 0       | 4 0       | 4 30       | 5 0       | 5 30       | 7 30       | 8 55                  | 4½     | 9½    |
| 5½             | Ealing .....          | ..         | ..        | ..         | ..        | 9 11      | ..                   | 11 11      | ..          | 1 41       | ..        | 4 11      | 4 41       | ..        | 5 41       | 7 41       | ..                    | ..     | ..    |
| 7½             | Hanwell .....         | ..         | ..        | ..         | ..        | 9 15      | ..                   | 11 15      | ..          | 1 45       | ..        | 4 16      | 4 45       | ..        | 5 46       | 7 46       | ..                    | ..     | ..    |
| 9              | Southall .....        | ..         | W         | ..         | ..        | 9 20      | ..                   | 11 20      | ..          | 1 50       | ..        | 4 20      | 4 50       | ..        | 5 50       | 7 50       | ..                    | W      | ..    |
| 13             | West Drayton ..       | ..         | ..        | ..         | ..        | 9 29      | ..                   | 11 29      | ..          | 1 59       | ..        | 4 30      | 4 59       | ..        | 6 0        | 8 0        | 9 20                  | 5 24   | ..    |
| 18             | SLOUGH .....          | ..         | 6 35      | ..         | 8 38      | 9 40      | 10 53                | 11 40      | 12 38       | 2 15       | 2 38      | 4 42      | 5 15       | 5 38      | 6 12       | 8 12       | 9 30                  | 5 44   | 10 30 |
| 22½            | MAIDENHEAD ..         | ..         | 6 45      | ..         | 8 48      | 9 55      | 11 3                 | 11 50      | ..          | 2 50       | 2 50      | 4 52      | ..         | ..        | 6 30       | 8 22       | 9 42                  | 6 0    | ..    |
| 30½            | Twyford .....         | ..         | ..        | ..         | 9 5       | ..        | ..                   | ..         | 1 12        | ..         | 3 8       | 5 10      | ..         | ..        | 8 42       | ..         | ..                    | 6 30   | ..    |
| 35½            | READING .....         | ..         | 7 15      | ..         | 9 18      | ..        | 11 35                | ..         | 1 25        | ..         | 3 32      | 5 25      | ..         | 6 15      | 8 55       | 10 10      | 7 20                  | 11 36  | ..    |
| 41½            | Pangbourne .....      | ..         | ..        | ..         | 9 32      | ..        | ..                   | ..         | 1 42        | ..         | ..        | ..        | ..         | 6 27      | 9 10       | ..         | 7 40                  | ..     | ..    |
| 44½            | Goring .....          | ..         | 7 33      | ..         | ..        | ..        | 11 53                | ..         | ..          | ..         | ..        | ..        | ..         | ..        | 9 18       | ..         | ..                    | ..     | ..    |
| 47½            | Wallingford Road.     | ..         | ..        | ..         | 9 46      | ..        | ..                   | ..         | 1 56        | ..         | 3 45      | ..        | ..         | 6 40      | 9 27       | 10 35      | ..                    | 12 19  | ..    |
| 56½            | STEVENTON .....       | ..         | 7 55      | ..         | 10 5      | ..        | 12 18                | ..         | 2 15        | ..         | 4 3       | ..        | ..         | 6 58      | 9 45       | 10 52      | 8 30                  | 12 50  | ..    |
| 63½            | Faringdon Road...     | ..         | 8 10      | ..         | ..        | ..        | 12 33                | ..         | ..          | ..         | 4 18      | ..        | ..         | 7 14      | 10 0       | 11 7       | ..                    | 1 19   | ..    |
| 71½            | Shrivenham .....      | ..         | ..        | ..         | 10 35     | ..        | ..                   | ..         | 2 45        | ..         | 4 36      | ..        | ..         | ..        | 10 15      | ..         | 9 30                  | ..     | ..    |
| 77             | Swindon (Junction.)   | ..         | 8 35      | ..         | 10 45     | ..        | 1 0                  | ..         | 2 58        | ..         | 4 50      | ..        | ..         | 7 40      | 10 30      | 11 35      | 10 0                  | 2 15   | ..    |
|                | Dep. for Cheltenham   | ..         | 9 0       | ..         | 10 57     | ..        | 1 12                 | ..         | 3 10        | ..         | 5 2       | ..        | ..         | 7 52      | ..         | ..         | 11 47                 | 10 57  | 9 0   |
|                | 8¼ Purton .....       | ..         | 9 10      | ..         | ..        | ..        | 1 22                 | ..         | 3 20        | ..         | 5 12      | ..        | ..         | ..        | ..         | ..         | ..                    | 9 10   | ..    |
|                | 8½ Minety .....       | ..         | 9 20      | ..         | 11 15     | ..        | 1 33                 | ..         | 3 30        | ..         | 5 22      | ..        | ..         | 8 10      | ..         | ..         | 11 15                 | 9 20   | ..    |
|                | 95 Cirencester ....   | ..         | 9 50      | ..         | 11 45     | ..        | 1 57                 | ..         | 3 55        | ..         | 5 48      | ..        | ..         | 8 38      | ..         | ..         | 12 30                 | 11 45  | 9 50  |
| 77             | Swindon, Junc. (depr  | ..         | 8 45      | ..         | 10 55     | ..        | 1 10                 | ..         | 3 8         | ..         | 5 0       | ..        | ..         | 7 50      | ..         | ..         | 11 45                 | 11 10  | 2 30  |
| 82½            | WOOT. BASSETT ..      | ..         | 8 58      | ..         | ..        | ..        | ..                   | ..         | 3 20        | ..         | 5 13      | ..        | ..         | 8 2       | ..         | ..         | ..                    | 11 40  | 3 0   |
| 93½            | CHIPPENHAM .....      | ..         | 9 23      | ..         | 11 30     | ..        | 1 40                 | ..         | 3 45        | ..         | 5 35      | ..        | ..         | 8 25      | ..         | ..         | 12 15                 | 12 30  | 3 45  |
| 98½            | Corsham .....         | ..         | 9 33      | ..         | 11 40     | ..        | ..                   | ..         | 3 55        | ..         | ..        | ..        | ..         | 8 35      | ..         | ..         | ..                    | ..     | ..    |
| 101½           | Box .....             | ..         | 9 43      | ..         | ..        | p. m.     | ..                   | ..         | ..          | ..         | 5 55      | ..        | ..         | ..        | ..         | ..         | ..                    | ..     | ..    |
| 106½           | BATH .....            | 8 20       | 9 55      | 11 0       | 12 3      | 1 0       | 2 5                  | ..         | 4 15        | 5 30       | 6 10      | 8 0       | ..         | 9 0       | 10 0       | ..         | 12 45                 | 1 10   | 4 30  |
| 108½           | Twerton .....         | ..         | 10 0      | ..         | ..        | 1 5       | ..                   | ..         | ..          | 5 35       | ..        | ..        | ..         | ..        | 10 5       | ..         | ..                    | ..     | ..    |
| 111½           | Saltford .....        | 8 33       | ..        | 11 13      | ..        | 1 13      | ..                   | ..         | ..          | 5 43       | ..        | 8 13      | ..         | ..        | ..         | ..         | ..                    | ..     | ..    |
| 113½           | Keynsham .....        | 8 40       | 10 15     | 11 20      | ..        | 1 20      | ..                   | ..         | ..          | 5 50       | ..        | 8 19      | ..         | ..        | 10 19      | ..         | ..                    | ..     | ..    |
| 118½           | BRISTOL, arrival..    | 8 50       | 10 30     | 11 30      | 12 30     | 1 30      | 2 30                 | ..         | 4 45        | 6 0        | 6 40      | 8 29      | ..         | 9 25      | 10 29      | ..         | 1 10                  | 1 55   | 5 20  |
|                | BRISTOL, depart..     | 9 0        | 10 50     | ..         | 12 40     | 2 40      | 4 0                  | 5 0        | ..          | 7 0        | ..        | ..        | ..         | ..        | ..         | ..         | 1 20                  | 7 0    | 9 0   |
| 126½           | Calling at Nailsea .. | 9 20       | 11 8      | ..         | 12 57     | ..        | 4 18                 | 5 18       | ..          | 7 19       | ..        | ..        | ..         | ..        | ..         | ..         | ..                    | 7 19   | 9 20  |
| 130½           | Clevedon Rd. at Yatt  | 9 30       | 11 18     | ..         | 1 5       | 3 3       | 4 28                 | 5 26       | ..          | 7 28       | ..        | ..        | ..         | ..        | ..         | ..         | ..                    | 7 28   | 9 30  |
| 133½           | Banwell .....         | ..         | 11 25     | ..         | ..        | ..        | 4 35                 | ..         | ..          | 7 35       | ..        | ..        | ..         | ..        | ..         | ..         | ..                    | 7 35   | ..    |
| 136½           | WESTON SUPER.         | 9 48       | 11 35     | ..         | 1 20      | ..        | 3 16                 | 4 48       | 5 40        | ..         | 7 45      | ..        | ..         | ..        | ..         | ..         | ..                    | 7 45   | 9 45  |
| 145½           | Highbridge .....      | 10 6       | 11 53     | ..         | ..        | ..        | 3 34                 | 5 6        | 5 56        | ..         | 8 15      | ..        | ..         | ..        | ..         | ..         | ..                    | 8 15   | 10 6  |
| 151½           | BRIDGEWATER ..        | 10 20      | 12 10     | ..         | 1 50      | ..        | 3 45                 | 5 20       | 6 10        | ..         | 8 25      | ..        | ..         | ..        | ..         | ..         | 2 30                  | 8 25   | 10 20 |
| 162½           | Taunton .....         | 10 45      | 12 35     | ..         | 2 20      | ..        | 4 10                 | 5 45       | 6 35        | ..         | 8 55      | ..        | ..         | ..        | ..         | ..         | 2 55                  | 8 55   | 10 45 |

**On Sundays.**—From Paddington and Cirencester to Taunton, mail, at 10 15 a.m., 2, and mail 8 55 p.m.; from Paddington to Reading, at 9 a.m. from Paddington to Maidenhead, at 5 p.m.; from Paddington to Slough, 8 $\frac{1}{2}$  & 9 $\frac{1}{2}$  a.m.; from Swindon Junction to Taunton, at 8 $\frac{1}{2}$  a.m.; from Bath to Taunton at 8 20 a.m.; from Bath to Bristol, at 5 and 9 30 p.m.

N.B. Taunton is about 30 miles from Exeter, and 79 miles from Plymouth; Cirencester is 15 miles from Cheltenham, 12 from Stroud, and 17 from Gloucester. \* The 10 50 train from Bristol is a mail train. Trains will stop on particular days as indicated by their initials.



# GREAT WESTERN.

| Dis-<br>tance.   | UP TRAINS.               |                        |           |                        |           |              |              |                        |                        |            |                         |                        |                         |                        | 11 <sup>11</sup>       |           |                        |               | GOODS.                 |                        |
|------------------|--------------------------|------------------------|-----------|------------------------|-----------|--------------|--------------|------------------------|------------------------|------------|-------------------------|------------------------|-------------------------|------------------------|------------------------|-----------|------------------------|---------------|------------------------|------------------------|
|                  | STATIONS.                | 7 <sup>1</sup><br>a.m. | 9<br>a.m. | 7 <sup>1</sup><br>a.m. | 7<br>a.m. | 7 40<br>a.m. | 8 40<br>a.m. | 7 <sup>1</sup><br>a.m. | 9 <sup>1</sup><br>a.m. | 12<br>a.m. | 11 <sup>1</sup><br>a.m. | 5 <sup>1</sup><br>p.m. | 12 <sup>1</sup><br>p.m. | 2 <sup>1</sup><br>p.m. | 4 <sup>1</sup><br>p.m. | 7<br>a.u. | 6 <sup>1</sup><br>p.m. | 11 15<br>p.m. | 7 <sup>1</sup><br>a.m. | 6 <sup>1</sup><br>p.m. |
|                  | TAUNTON .....            | ..                     | ..        | ..                     | ..        | ..           | ..           | 7 30                   | 9 15                   | ..         | 11 15                   | ..                     | 12 30                   | 2 30                   | 4 15                   | ..        | 6 30                   | 11 15         | 7 <sup>1</sup><br>a.m. | 6 <sup>1</sup><br>p.m. |
| 11 <sup>1</sup>  | BRIDGEWATER .....        | ..                     | ..        | ..                     | ..        | ..           | ..           | 8 0                    | 9 35                   | ..         | 11 35                   | ..                     | 12 50                   | 2 55                   | 4 35                   | ..        | 7 0                    | 11 40         | 8 0                    | 7 0                    |
| 17 <sup>1</sup>  | HIGHBRIDGE .....         | ..                     | ..        | ..                     | ..        | ..           | ..           | 8 14                   | 9 49                   | ..         | ..                      | ..                     | 1 4                     | 3 10                   | 4 49                   | ..        | 7 16                   | ..            | 8 14                   | 7 16                   |
| 27               | WEST SU MARE .....       | ..                     | ..        | ..                     | ..        | ..           | ..           | 8 20                   | 9 40                   | ..         | 11 25                   | ..                     | 1 10                    | 3 20                   | 4 40                   | ..        | 7 25                   | ..            | 8 20                   | 7 25                   |
| 29               | BANWELL .....            | ..                     | ..        | ..                     | ..        | ..           | ..           | 8 42                   | ..                     | ..         | 12 15                   | ..                     | ..                      | 3 42                   | ..                     | ..        | ..                     | ..            | 8 42                   | ..                     |
| 32 <sup>1</sup>  | CLEVEDON R. (Yat.) ..... | ..                     | ..        | ..                     | ..        | ..           | ..           | 8 50                   | 10 20                  | ..         | 12 22                   | ..                     | 1 38                    | 3 50                   | 5 20                   | ..        | 7 55                   | ..            | 8 50                   | 7 55                   |
| 36 <sup>1</sup>  | Nailsea .....            | ..                     | ..        | ..                     | ..        | ..           | ..           | 8 58                   | 10 28                  | ..         | 12 50                   | ..                     | 1 46                    | 3 58                   | ..                     | ..        | 8 10                   | ..            | 8 58                   | 8 10                   |
|                  | BRISTOL, arrival ..      | ..                     | ..        | ..                     | ..        | ..           | ..           | 9 20                   | 10 50                  | ..         | ..                      | ..                     | 2 10                    | 4 20                   | 5 50                   | ..        | 8 40                   | 12 50         | 9 20                   | 8 40                   |
|                  | BRISTOL, departure ..    | ..                     | ..        | ..                     | 7 0       | 7 40         | 8 40         | 10 0                   | 11 0                   | 12 0       | 1 0                     | ..                     | 2 30                    | 4 30                   | 6 0                    | 7 0       | 9 0                    | 1 0           | 2 45                   | 10 0                   |
| 44 <sup>1</sup>  | Keynsham .....           | ..                     | ..        | ..                     | ..        | 7 50         | ..           | 10 10                  | ..                     | 12 10      | ..                      | ..                     | 2 40                    | 4 40                   | ..                     | 7 10      | 9 10                   | ..            | ..                     | ..                     |
| 49 <sup>1</sup>  | Saltford .....           | ..                     | ..        | ..                     | ..        | ..           | ..           | 10 15                  | ..                     | 12 16      | ..                      | ..                     | ..                      | 4 45                   | ..                     | 7 16      | 9 16                   | ..            | ..                     | ..                     |
| 51 <sup>1</sup>  | Twerton .....            | ..                     | ..        | ..                     | ..        | 8 0          | ..           | ..                     | ..                     | 12 22      | ..                      | ..                     | ..                      | 4 52                   | ..                     | 7 22      | ..                     | ..            | ..                     | ..                     |
| 54 <sup>1</sup>  | BATH .....               | ..                     | ..        | 7 25                   | 8 5       | 9 5          | 10 28        | 11 25                  | 12 30                  | 1 25       | ..                      | ..                     | 2 57                    | 4 58                   | 6 25                   | 7 30      | 9 30                   | 1 20          | 3 30                   | 10 45                  |
| 56               | Box .....                | ..                     | ..        | 7 36                   | ..        | 9 18         | ..           | 11 40                  | ..                     | 1 40       | ..                      | ..                     | 3 8                     | ..                     | 6 37                   | ..        | ..                     | ..            | ..                     | ..                     |
| 61               | Corsham .....            | ..                     | ..        | 7 49                   | ..        | 9 28         | ..           | 11 52                  | ..                     | 1 50       | ..                      | ..                     | 3 22                    | ..                     | 6 50                   | ..        | ..                     | ..            | 4 20                   | 11 30                  |
| 64 <sup>1</sup>  | CHIPPENHAM .....         | ..                     | ..        | 8 2                    | ..        | 9 40         | ..           | 12 5                   | ..                     | 2 2        | ..                      | ..                     | 3 34                    | ..                     | 7 2                    | ..        | 1 50                   | ..            | 5                      | 0 12 20                |
| 69               | WOOTN. BASSETT .....     | ..                     | ..        | ..                     | ..        | 10 4         | ..           | 12 30                  | ..                     | ..         | ..                      | ..                     | 3 58                    | ..                     | ..                     | ..        | ..                     | ..            | ..                     | ..                     |
| 80               | CIRENCESTER .....        | ..                     | ..        | 7 50                   | ..        | 9 30         | ..           | 12 0                   | ..                     | 1 35       | ..                      | ..                     | 3 20                    | ..                     | 6 45                   | ..        | 1 40                   | 3 20          | 1 40                   | ..                     |
| 103 <sup>1</sup> | 94 MINETY .....          | ..                     | ..        | 8 15                   | ..        | ..           | ..           | 12 22                  | ..                     | 2 0        | ..                      | ..                     | 3 50                    | ..                     | 7 10                   | ..        | ..                     | ..            | 5 50                   | ..                     |
|                  | 90 Purton .....          | ..                     | ..        | 8 23                   | ..        | 10 5         | ..           | ..                     | ..                     | 2 40       | ..                      | ..                     | 4 0                     | ..                     | 7 20                   | ..        | 2 25                   | 5 20          | 2 25                   | ..                     |
| 85 <sup>1</sup>  | SWINDON Jn. arri.        | ..                     | ..        | 8 37                   | ..        | 10 18        | ..           | 12 45                  | ..                     | 2 30       | ..                      | ..                     | 4 10                    | ..                     | 7 35                   | ..        | 2 35                   | 5 40          | 2 40                   | ..                     |
|                  | SWINDON Jn. depart.      | ..                     | ..        | 8 47                   | ..        | 10 28        | ..           | 12 55                  | ..                     | 2 40       | ..                      | ..                     | 4 20                    | ..                     | 7 45                   | ..        | ..                     | ..            | ..                     | ..                     |
| 91 <sup>1</sup>  | SHRIVENHAM .....         | ..                     | ..        | 7 30                   | ..        | 10 40        | ..           | 1 8                    | ..                     | ..         | ..                      | ..                     | 4 32                    | ..                     | ..                     | ..        | 3 0                    | 6 35          | ..                     | ..                     |
| 99               | FARINGDON ROAD .....     | ..                     | ..        | 7 42                   | ..        | 10 55        | ..           | ..                     | ..                     | 3 5        | ..                      | ..                     | ..                      | ..                     | 8 10                   | ..        | 3 18                   | 7 15          | 4 0                    | ..                     |
| 106 <sup>1</sup> | STEVENTON .....          | ..                     | ..        | 7 58                   | ..        | 11 10        | ..           | 1 37                   | ..                     | 3 20       | ..                      | ..                     | 5 0                     | ..                     | 8 25                   | ..        | 3 26                   | 7 45          | 4 30                   | ..                     |
| 115 <sup>1</sup> | WALLINGFORD RD. .....    | ..                     | ..        | 8 12                   | 9 27      | ..           | ..           | 1 55                   | ..                     | ..         | ..                      | ..                     | 5 18                    | ..                     | ..                     | ..        | ..                     | ..            | ..                     | ..                     |
| 118 <sup>1</sup> | Goring .....             | ..                     | ..        | 8 30                   | 9 46      | ..           | 11 32        | ..                     | ..                     | ..         | ..                      | ..                     | 5 25                    | ..                     | ..                     | ..        | ..                     | ..            | ..                     | ..                     |
| 121 <sup>1</sup> | PANGBOURNE .....         | ..                     | ..        | 8 38                   | ..        | ..           | ..           | ..                     | ..                     | 3 50       | ..                      | ..                     | ..                      | ..                     | 8 55                   | ..        | ..                     | 8 10          | ..                     | ..                     |
| 127              | READING .....            | 7 30                   | ..        | 8 46                   | 9 57      | ..           | ..           | ..                     | ..                     | 4 5        | ..                      | ..                     | 5 43                    | ..                     | 9 10                   | ..        | 4 0                    | 9 20          | 5 10                   | ..                     |
| 132              | TWYFORD .....            | 7 40                   | ..        | 9 0                    | 10 10     | 11 50        | ..           | 2 20                   | ..                     | ..         | ..                      | ..                     | 5 55                    | ..                     | 9 22                   | ..        | ..                     | 10 5          | ..                     | ..                     |
| 140 <sup>1</sup> | MAIDENHEAD .....         | 7 56                   | ..        | 9 10                   | 10 20     | ..           | 2 35         | ..                     | ..                     | 4 35       | ..                      | ..                     | 6 12                    | 8 0                    | 9 38                   | ..        | 4 29                   | ..            | 6 0                    | ..                     |
| 144 <sup>1</sup> | SLOUGH .....             | 8 6                    | 9 0       | 9 40                   | 10 44     | 11 15        | 12 20        | 1 45                   | ..                     | 4 45       | 5 30                    | 6 22                   | 8 15                    | 9 48                   | ..                     | ..        | 4 40                   | 10 45         | 6 30                   | ..                     |
| 149 <sup>1</sup> | West Drayton .....       | 8 18                   | 9 10      | 9 53                   | ..        | 11 37        | ..           | 2 10                   | ..                     | ..         | ..                      | ..                     | 5 40                    | ..                     | 8 25                   | ..        | 4 52                   | ..            | 6 50                   | ..                     |
| 153 <sup>1</sup> | Southall .....           | 8 28                   | 9 19      | 10 3                   | ..        | 11 46        | ..           | 2 19                   | ..                     | ..         | ..                      | ..                     | 5 49                    | ..                     | 8 35                   | ..        | ..                     | ..            | ..                     | ..                     |
| 155 <sup>1</sup> | Hanwell .....            | 8 33                   | 9 24      | 10 9                   | ..        | 11 51        | ..           | 2 24                   | ..                     | ..         | ..                      | ..                     | 5 54                    | ..                     | 8 40                   | ..        | ..                     | ..            | ..                     | ..                     |
| 157 <sup>1</sup> | Ealing .....             | 8 38                   | 9 28      | 10 14                  | ..        | 11 56        | ..           | 2 28                   | ..                     | ..         | ..                      | ..                     | 5 58                    | ..                     | 8 45                   | ..        | ..                     | ..            | ..                     | ..                     |
| 162 <sup>1</sup> | PADDINGTON .....         | 8 55                   | 9 45      | 10 30                  | 11 25     | 12 15        | 1 10         | 2 45                   | 3 50                   | ..         | 5 30                    | 6 15                   | 7 5                     | 9 0                    | 10 25                  | ..        | 5 25                   | 12 0          | 7 40                   | ..                     |

**On Sundays.**—From Taunton to Paddington, mail, at 6<sup>1</sup> a.m., 12 30 (mail to Bristol), & 11 15 p.m. mail; from Taunton to Bath, at 2 15 and 6<sup>1</sup> p.m.; from Bristol to Bath, at 7 40 a.m., and 6 30 p.m.; from Bristol to the Swindon Junction, at 8 30 p.m.; from Cirencester to Paddington, at 9 35 a.m., 3 30 and 1 40 a.m.; from the Swindon Junction to Paddington, at 7 a.m.; from Maidenhead to Paddington, at 7 30 p.m.; from Slough to Paddington, at 8 a.m. & 5 p.m. From Reading 9 p.m.

Post Horses are kept in readiness at the principal stations, and upon sufficient notice being given at Paddington, or at the Bull and Month office, St Martin's-le-Grand, would be sent to bring carriages from any part of London to the station, at a charge of 9s. west of St. Martin's Lane, and 10s. 6d. beyond it both including post-boy.



## GREAT WESTERN TABLE OF FARES.

| Paddington to          | PASSENGERS. |        |        | Carriages. |      | Horses. |            | Bristol to             | PASSENGERS. |        |        | Carriages. |      | Horses. |            |    |    |    |    |    |
|------------------------|-------------|--------|--------|------------|------|---------|------------|------------------------|-------------|--------|--------|------------|------|---------|------------|----|----|----|----|----|
|                        | 1st         | 2nd    | 3rd    | 1          | 2    | Each    | Pair, same |                        | 1st         | 2nd    | 3rd    | 1          | 2    | Each    | Pair, same |    |    |    |    |    |
|                        | Class.      | Class. | Class. | whl.       | whl. | s. d.   | s. d.      |                        | Class.      | Class. | Class. | whl.       | whl. | s. d.   | s. d.      |    |    |    |    |    |
| Ealing.....            | 1           | 6      | 0      | 9          | ..   | ..      | ..         | Paddington.....        | 30          | 0      | 21     | 0          | 12   | 6       | 58         | 0  | 48 | 0  | 53 | 73 |
| Hanwell.....           | 2           | 0      | 1      | 0          | ..   | ..      | ..         | Ealing.....            | 29          | 0      | 21     | 0          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| Southall.....          | 2           | 6      | 1      | 3          | 0    | 9       | ..         | Hanwell.....           | 28          | 0      | 20     | 6          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| West Drayton .....     | 3           | 0      | 1      | 6          | 1    | 0       | ..         | Southall.....          | 27          | 6      | 20     | 0          | 12   | 0       | ..         | .. | .. | .. | .. | .. |
| Slough.....            | 4           | 6      | 2      | 6          | 1    | 6       | 11 8 0     | W. Drayton .....       | 27          | 0      | 19     | 6          | 11   | 6       | ..         | .. | .. | .. | .. | .. |
| Maidenhead.....        | 5           | 6      | 3      | 6          | 2    | 0       | 12 9       | Slough.....            | 25          | 6      | 18     | 6          | 11   | 0       | 54         | 0  | 45 | 0  | 49 | 67 |
| Twyford.....           | 7           | 0      | 5      | 0          | 2    | 6       | 16 12 0    | Maidenhead.....        | 24          | 6      | 17     | 6          | 10   | 6       | 51         | 0  | 42 | 0  | 46 | 63 |
| Roading.....           | 8           | 0      | 5      | 6          | 3    | 0       | 20 15 0    | Twyford.....           | 23          | 0      | 16     | 0          | 10   | 0       | 47         | 0  | 38 | 0  | 42 | 58 |
| Pragbourne.....        | 9           | 6      | 6      | 6          | 3    | 6       | 24 18 0    | Reading.....           | 22          | 0      | 15     | 6          | 9    | 6       | 43         | 0  | 35 | 0  | 38 | 54 |
| Goring.....            | 10          | 6      | 7      | 0          | ..   | ..      | ..         | Pangbourne.....        | 21          | 0      | 14     | 6          | 9    | 0       | 40         | 0  | 32 | 0  | 35 | 50 |
| Wallingford Road ..... | 11          | 6      | 8      | 0          | 4    | 6       | 28 21 0    | Goring.....            | 19          | 6      | 14     | 0          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| Steventon.....         | 12          | 6      | 8      | 6          | 5    | 0       | 32 24 0    | Wallingford road..     | 18          | 6      | 13     | 0          | 8    | 0       | 36         | 0  | 29 | 0  | 32 | 46 |
| Faringdon Road.....    | 14          | 0      | 10     | 0          | 6    | 0       | 36 27 0    | Steventon.....         | 17          | 6      | 12     | 6          | 7    | 6       | 32         | 0  | 26 | 0  | 28 | 42 |
| Shrivenham.....        | 17          | 0      | 12     | 0          | 7    | 6       | 39 29 0    | Faringdon road..       | 16          | 0      | 11     | 0          | 6    | 6       | 28         | 0  | 23 | 0  | 25 | 37 |
| Swindon.....           | 20          | 0      | 14     | 0          | 9    | 0       | 42 32 0    | Shrivenham.....        | 13          | 6      | 9      | 0          | 5    | 0       | 24         | 0  | 20 | 0  | 22 | 32 |
| Purton.....            | 21          | 6      | 15     | 0          | ..   | ..      | ..         | Swindon.....           | 10          | 0      | 7      | 0          | 3    | 6       | 20         | 0  | 17 | 0  | 19 | 27 |
| Minety.....            | 23          | 0      | 18     | 0          | 10   | 0       | 45 35 0    | Purton.....            | 10          | 6      | 7      | 6          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| CIRENCESTER .....      | 25          | 0      | 18     | 0          | 11   | 0       | 48 38 0    | Minety.....            | 11          | 0      | 8      | 0          | 4    | 0       | 20         | 0  | 17 | 0  | 19 | 27 |
| Wootton Bassett .....  | 22          | 0      | 15     | 6          | 9    | 6       | 44 34 0    | CIRENCESTER .....      | 12          | 0      | 8      | 6          | 4    | 6       | 22         | 0  | 18 | 0  | 20 | 29 |
| Chippenham.....        | 24          | 6      | 17     | 6          | 10   | 6       | 47 37 0    | Wootton Bassett .....  | 8           | 0      | 5      | 6          | 3    | 0       | 16         | 0  | 14 | 0  | 15 | 22 |
| Corsham.....           | 25          | 6      | 18     | 6          | ..   | ..      | ..         | Chippenham.....        | 5           | 6      | 3      | 6          | 2    | 0       | 12         | 0  | 10 | 0  | 11 | 17 |
| Box.....               | 26          | 6      | 19     | 0          | ..   | ..      | ..         | Corsham.....           | 4           | 6      | 2      | 6          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| BATH.....              | 27          | 6      | 19     | 6          | 11   | 6       | 53 43 0    | Box.....               | 3           | 6      | 2      | 0          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| Twerton.....           | 28          | 6      | 20     | 6          | ..   | ..      | ..         | BATH.....              | 2           | 6      | 1      | 6          | 1    | 0       | 8          | 0  | 6  | 0  | 7  | 12 |
| Saltford.....          | 29          | 0      | 20     | 6          | ..   | ..      | ..         | Twerton.....           | 2           | 3      | 3      | ..         | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| Keynsham.....          | 29          | 6      | 20     | 6          | ..   | ..      | ..         | Saltford.....          | 2           | 0      | 0      | ..         | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| BRISTOL.....           | 30          | 0      | 21     | 0          | 12   | 6       | 58 0 48 0  | Keynsham.....          | 1           | 6      | 0      | 9          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| Nailsea.....           | 32          | 0      | 22     | 0          | 13   | 0       | ..         | Nailsea.....           | 2           | 0      | 1      | 0          | 9    | ..      | ..         | .. | .. | .. | .. | .. |
| Celvedon Road.....     | 33          | 0      | 22     | 6          | 13   | 6       | 61 0 51 0  | Celvedon Road ..       | 3           | 6      | 1      | 6          | 1    | 0       | 8          | 0  | 6  | 0  | 7  | 12 |
| Banwell.....           | 34          | 0      | 23     | 6          | ..   | ..      | ..         | Banwell.....           | 4           | 0      | 2      | 6          | ..   | ..      | ..         | .. | .. | .. | .. | .. |
| Weston Snpr Mare ..... | 35          | 0      | 24     | 0          | 14   | 6       | 64 0 54 0  | Weston Snpr Mare ..... | 5           | 0      | 3      | 0          | 2    | 0       | 12         | 0  | 9  | 0  | 10 | 16 |
| Highbridge.....        | 36          | 6      | 25     | 6          | 15   | 0       | 68 0 57 0  | Highbridge.....        | 6           | 0      | 4      | 6          | 3    | 0       | 16         | 0  | 12 | 0  | 14 | 24 |
| Bridgewater.....       | 38          | 0      | 26     | 6          | 16   | 0       | 72 0 60 0  | Bridgewater.....       | 8           | 0      | 5      | 6          | 3    | 6       | 20         | 0  | 15 | 0  | 16 | 28 |

Passengers are allowed ten minutes stoppage at Swindon Junction for refreshment, both Up and Down.  
 The Up Sunday evening Goods train will leave Cirencester at 3 30 instead of 5 45 p.m.



## LONDON AND SOUTH WESTERN.

| Miles | DOWN TRAINS.<br>Depart from | 7            | 9            | 10½           | 11            | 1            | 2½           | 3             | 4½            | 5            | 5½           | 8½            | 12            | 10            | Fares.         |                 |       |       |
|-------|-----------------------------|--------------|--------------|---------------|---------------|--------------|--------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|----------------|-----------------|-------|-------|
|       |                             | a.m.<br>Mix. | a.m.<br>Mix. | a.m.<br>Stop. | a.m.<br>Fast. | p.m.<br>Mix. | p.m.<br>Mix. | p.m.<br>Fast. | p.m.<br>Fast. | p.m.<br>Mix. | p.m.<br>Mix. | p.m.<br>Mail. | noon<br>goods | p.m.<br>goods | Fast.<br>1Cls. | Mixed.<br>1Cls. | 2Cls. | 3Cls. |
|       | NINE ELMS....               | 7 0          | 9 0          | 10 15         | 11 0          | 1 0          | 2 15         | 3 0           | 4 15          | 5 0          | 5 30         | 8 30          | 12 0          | 10 0          | s d            | s d             | s d   | s d   |
| 3     | Wandsworth .....            | ..           | ..           | 10 23         | ..            | ..           | 2 23         | ..            | 4 23          | ..           | 5 38         | ..            | ..            | ..            | ..             | 1 0             | 0 0   | ..    |
| 6     | Wimbledon .....             | ..           | ..           | 10 32         | ..            | ..           | 2 32         | ..            | 4 32          | ..           | 5 47         | ..            | ..            | ..            | ..             | 1 6             | 1 0   | ..    |
| 10    | Kingston .....              | ..           | 9 25         | 10 45         | ..            | 1 25         | 2 45         | ..            | 4 45          | 5 25         | 6 0          | 8 55          | 12 40         | ..            | ..             | 2 0             | 1 6   | ..    |
| 13½   | Esher & Hamp. C. ....       | ..           | ..           | 10 52         | ..            | ..           | 2 52         | ..            | 4 52          | ..           | 6 7          | 9 2           | ..            | ..            | ..             | 2 6             | 1 9   | ..    |
| 15½   | Walton .....                | ..           | ..           | 11 0          | ..            | ..           | 3 0          | ..            | 5 0           | ..           | 6 15         | ..            | ..            | ..            | ..             | 3 0             | 2 0   | ..    |
| 17½   | Weybridge .....             | ..           | ..           | 11 7          | ..            | ..           | 3 7          | ..            | 5 7           | ..           | 6 22         | 9 12          | ..            | ..            | ..             | 3 6             | 2 6   | ..    |
| 23    | Woking .....                | 7 54         | 9 55         | 11 25         | 11 46         | 1 55         | 3 25         | 3 46          | 5 25          | 5 55         | 6 40         | 9 27          | 1 25          | 11 59         | 6 0            | 5 6             | 4 0   | 2 6   |
| 31½   | Farnborough .....           | 8 18         | 10 20        | ..            | 12 42         | 2 20         | ..           | 4 4           | 6 20          | ..           | 9 50         | 2 5           | 12 41         | 9 0           | 8 0            | 5 6             | 3 6   | ..    |
| 38    | Winchfield .....            | 8 30         | 10 35        | ..            | 12 17         | 2 35         | ..           | 4 17          | 6 35          | ..           | 10 8         | 2 25          | 1 13          | 10 10         | 6 0            | 7 0             | 4 0   | ..    |
| 46    | Basingstoke .....           | 8 50         | 11 0         | ..            | 12 33         | 3 0          | ..           | 4 33          | 7 0           | ..           | 10 31        | 3 10          | 1 53          | 12 6          | 12 0           | 8 0             | 4 6   | ..    |
| 56    | Andover Road .....          | 9 25         | 11 30        | ..            | 1 13          | 30           | ..           | 5 1           | 7 30          | ..           | 10 59        | 4 5           | 2 39          | 15 6          | 15 0           | 10 0            | 5 6   | ..    |
| 64    | Winchester .....            | 9 43         | 11 50        | ..            | 1 19          | 3 50         | ..           | 5 19          | 7 50          | ..           | 11 16        | 4 40          | 3 14          | 18 6          | 17 6           | 12 0            | 6 6   | ..    |
| 72    | Bishopstoke .....           | 10 0         | 12 12        | ..            | 1 37          | 4 12         | ..           | 5 37          | 8 12          | ..           | 11 34        | 5 20          | 3 35          | 19 6          | 18 6           | 13 0            | 7 6   | ..    |
| 77    | SOUTHAMPTON .....           | 10 20        | 12 30        | ..            | 2 0           | 4 30         | ..           | 6 0           | 8 30          | ..           | 11 57        | 6 10          | 4 0           | 21 0          | 20 0           | 14 0            | 8 0   | ..    |
|       | BISHOPSTOKE .....           | 10 0         | 12 12        | ..            | 1 37          | 4 12         | ..           | 5 37          | 8 12          | ..           | 11 44        | 5 37          | 3 35          | ..            | ..             | ..              | ..    | ..    |
| 77    | Botley .....                | 10 13        | 12 24        | ..            | ..            | 4 24         | ..           | ..            | 8 24          | ..           | 11 56        | ..            | ..            | ..            | 20 6           | 19 6            | 14 0  | 8 0   |
| 82    | Fareham .....               | 10 25        | 12 38        | ..            | ..            | 5 38         | ..           | 5 58          | 8 38          | ..           | 12 10        | ..            | ..            | ..            | 21 6           | 20 6            | 14 6  | 8 6   |
| 87    | GOSPORT .....               | 10 45        | 1 0          | ..            | 2 25          | 5 0          | ..           | 6 25          | ..            | 9 0          | ..           | 12 32         | 6 25          | 5 0           | 22 0           | 21 0            | 15 0  | 8 6   |
| Miles | UP TRAINS.<br>Depart from   | 1 35         | 7½           | 6             | 8½            | 10½          | 1½           | 12½           | 2½            | 5½           | 5½           | 7½            | 8½            | 7½            | Fares.         |                 |       |       |
|       |                             | a.m.<br>Mail | p.m.<br>Mix  | a.m.<br>Mix   | a.m.<br>Mix   | a.m.<br>Fast | a.m.<br>Mix  | p.m.<br>Fast  | p.m.<br>Fast  | p.m.<br>Mix  | p.m.<br>Mix  | p.m.<br>Mix   | a.m.<br>goods | p.m.<br>goods | Fast.<br>1Cls. | Mixed.<br>1Cls. | 2Cls. | 3Cls. |
|       | GOSPORT .....               | 1 35         | ..           | 6 30          | 8 30          | 10 30        | ..           | 12 30         | 2 30          | ..           | 5 30         | ..            | 8 15          | 7 30          | s d            | s d             | s d   | s d   |
| 5     | Fareham .....               | 1 50         | ..           | 6 42          | 8 42          | 10 42        | ..           | 12 42         | 2 42          | ..           | 5 42         | ..            | ..            | ..            | ..             | 1 6             | 1 0   | ..    |
| 10    | Botley .....                | 2 2          | ..           | 6 54          | 8 54          | ..           | ..           | 12 54         | ..            | ..           | 5 54         | ..            | ..            | ..            | ..             | 2 6             | 1 6   | ..    |
| 15    | Bishopstoke .....           | 2 19         | ..           | 7 11          | 9 11          | 11 11        | ..           | 1 11          | 3 11          | ..           | 6 11         | ..            | 9 30          | 8 45          | 3 6            | 3 6             | 2 6   | 2 0   |
|       | SOUTHAMPTON .....           | 2 15         | ..           | 7 0           | 9 0           | 11 0         | ..           | 1 0           | 3 0           | ..           | 6 0          | ..            | 9 15          | 8 30          | ..             | 4 6             | 3 0   | ..    |
|       | Bishopstoke .....           | 2 29         | ..           | 7 11          | 9 11          | 11 11        | ..           | 1 11          | 3 11          | ..           | 6 11         | ..            | 9 35          | 8 50          | ..             | ..              | ..    | ..    |
| 23    | Winchester .....            | 2 48         | ..           | 7 32          | 9 33          | 11 30        | ..           | 1 33          | 3 30          | ..           | 6 32         | ..            | 10 5          | 9 22          | 6 0            | 5 6             | 4 0   | 2 6   |
| 31    | Andover road .....          | 3 12         | ..           | 7 59          | 9 57          | 11 50        | ..           | 1 57          | 3 50          | ..           | 6 54         | ..            | 10 40         | 9 57          | 8 0            | 7 6             | 5 6   | 3 0   |
| 41    | Basingstoke .....           | 3 32         | ..           | 8 23          | 10 23         | 12 11        | ..           | 2 23          | 4 11          | ..           | 7 16         | ..            | 11 27         | 10 43         | 10 0           | 7 0             | 4 0   | 4 6   |
| 49    | Winchfield .....            | 3 50         | ..           | 8 43          | 10 42         | 12 28        | ..           | 2 42          | 4 28          | ..           | 7 32         | ..            | 11 56         | 11 14         | 12 6           | 8 6             | 4 6   | ..    |
| 56    | Farnborough .....           | 4 7          | ..           | 9 0           | 10 58         | 12 42        | ..           | 2 58          | 4 42          | ..           | 7 50         | ..            | 12 28         | 11 34         | 14 0           | 10 6            | 5 0   | ..    |
| 64    | Woking .....                | 4 25         | 7 45         | 9 20          | 11 22         | 1 0          | 15           | 3 22          | 5 0           | 5 15         | 8 10         | 7 15          | 1 12          | 12 10         | 16 6           | 16 0            | 11 6  | 6 0   |
| 69    | Weybridge .....             | 4 39         | 7 57         | 9 32          | ..            | ..           | 1 27         | ..            | 5 27          | ..           | 7 25         | ..            | ..            | ..            | ..             | 17 6            | 12 6  | 6 6   |
| 71    | Walton .....                | ..           | 8 3          | 9 39          | ..            | ..           | 1 33         | ..            | 5 33          | ..           | 7 31         | ..            | ..            | ..            | ..             | 18 0            | 12 6  | 7 0   |
| 74    | Esher & Hamp. C. ....       | 4 47         | 8 10         | 9 46          | ..            | ..           | 1 40         | ..            | 5 40          | ..           | 7 37         | ..            | ..            | ..            | ..             | 18 6            | 13 0  | 7 0   |
| 77    | Kingston .....              | 4 56         | 8 19         | 9 56          | 11 55         | ..           | 1 49         | 3 55          | 5 49          | 8 33         | 7 45         | 2 30          | 1 14          | ..            | ..             | 19 0            | 13 6  | 7 6   |
| 81    | Wimbledon .....             | ..           | 8 35         | 10 8          | ..            | ..           | 2 5          | ..            | 6 5           | ..           | 8 0          | ..            | ..            | ..            | ..             | 20 0            | 14 6  | 8 0   |
| 84    | Wandsworth .....            | ..           | 8 45         | 10 18         | ..            | ..           | 2 15         | ..            | 6 15          | ..           | 8 6          | ..            | ..            | ..            | ..             | 21 0            | 15 0  | 8 6   |
| 87    | NINE ELMS, Ar. ....         | 5 25         | 8 55         | 10 30         | 12 30         | 2 0          | 2 25         | 4 30          | 6 0           | 6 25         | 9 15         | 8 15          | 3 15          | 2 0           | 22 0           | 21 0            | 15 0  | 8 6   |

**Sundays.**—From Nine Elms to Woking, mixed, 9½ a.m., 2½ and 7½ p.m.; Nine Elms to Gosport, mixed, 10 a.m., and 5 and 8½ p.m.; From Gosport to Nine Elms, 1½ a.m., 6½ and 8½ p.m.

The First Class trains convey First Class Passengers only, excepting that accommodation is allowed for a limited number of Travellers in Livery.

The Mixed trains will stop at Kingston only, between Nine Elms and Woking, unless by Signal for passengers going to the West of Woking Common. Passengers by Mixed trains riding in their own Carriages, will be charged Second Class fares only. The Short Trains stop at all the stations. A mixed train from Woking at 9 a.m. closes at Nine Elms. The Short Trains stop at the principal Stations on the line; but in order to prevent delay, a day's Notice should be given.



| Mls | Down Trains        | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | Fares.  |        |        |
|-----|--------------------|------|-------|-------|------|------|------|------|------|---------|--------|--------|
|     |                    | a.m. | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | 1st Cls | 2d Cls | 3d Cls |
|     | Trains leave       |      |       |       |      |      |      |      |      | s. d.   | s. d.  | s. d.  |
|     | SHOREDITCH ..      | 8 0  | 9 30  | 11 30 | 1 30 | 3 30 | 4 30 | 5 30 | 8 0  |         |        |        |
| 5½  | Lea Bridge .....   | 8 12 | ..    | 11 42 | 1 45 | ..   | 4 45 | 5 42 | 8 12 | 1 0     | 0 10   | 0 8    |
| 7½  | Tottenham .....    | ..   | 9 48  | ..    | 1 52 | ..   | 4 52 | 5 49 | 8 19 | 1 0     | 0 10   | 0 8    |
| 9½  | Edmonton .....     | ..   | ..    | 11 52 | ..   | ..   | 4 58 | ..   | 8 25 | 1 6     | 1 0    | 0 9    |
| 11½ | Ponder's End ..... | 8 28 | ..    | 12 0  | 2 3  | 3 55 | 5 6  | 6 2  | 8 33 | 2 0     | 1 6    | 1 0    |
| 14½ | Waltham .....      | 8 37 | 10 4  | 12 9  | 2 12 | 4 4  | 5 15 | 6 10 | 8 42 | 2 6     | 2 0    | 1 6    |
| 19  | BROXBOURNE .....   | 8 48 | 10 15 | 12 20 | 2 23 | 4 15 | 5 25 | 6 20 | 8 54 | 4 0     | 3 0    | 2 0    |
| 22  | Roydon .....       | 8 57 | ..    | ..    | 2 32 | ..   | ..   | ..   | 9 2  | 4 6     | 3 6    | 2 3    |
| 26½ | Harlow .....       | 9 8  | ..    | ..    | 2 43 | ..   | ..   | ..   | 9 13 | 5 6     | 4 0    | 2 9    |
| 28½ | Sawbridgeworth ..  | ..   | 10 38 | ..    | ..   | 4 38 | ..   | ..   | 9 20 | 6 0     | 4 6    | 3 0    |
| 30½ | STORTFORD .....    | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..   | 7 6     | 5 6    | 3 6    |

**Sundays.**—London to Broxbourne 8 and 10½ a.m. & 3½ p.m.; to Stortford 9½ a.m. 2½ and 8 p.m. From Stortford to London 5½ and 8½ a.m. and 4½ p.m.; from Broxbourne 1½ and 8 p.m.

**Fares for Horses and Carriages.**—Private Carriages, 4-wheels, 15s, ditto 2-wh. 12s. Horses 10s 6d each.

Third class carriages will run only with the 8 and 9½ a.m. & 8 p.m. trains from London; and with the 9 20 a.m. 6½ and 8 p.m. from Stortford, on weekdays; and on Sundays with all the trs. except the 5½ Up trains.

The train marked thus \* starts from Stortford on Mondays at 7½ a.m. call at Sawbridgeworth, Harlow, & Roydon, for the convenience of those attending the London markets.

Trains from London, Broxbourne, and Bishop's Stortford stop at the following places, except on Sundays:—

**STRATFORD**—Up, 8 a.m. 2½ and 8 p.m. Down, 9½ a.m. 1½ and 4½ p.m.

**MARSH LANE, TOTTENHAM**—8 20 a.m. and 2½ p.m. Down, 8 a.m. 3½ and 5½ p.m. Fare to London, 1st class 1s. 3d., 2nd class 1s.

**BURN'T MILL, NETTLESWELL**—Up, 9 20 a.m. and 2½ p.m. Down, 9½ a.m. and 3½ p.m. Fare to London, 1st class 5s., 2nd class 3s. 9d.

| Mls | Up Trains.         | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    | Fares.  |        |        |
|-----|--------------------|------|------|------|-------|-------|------|------|------|---------|--------|--------|
|     |                    | p.m. | a.m. | a.m. | a.m.  | p.m.  | p.m. | p.m. | p.m. | 1st Cls | 2d Cls | 3d Cls |
|     | Trains leave       |      |      |      |       |       |      |      |      | s. d.   | s. d.  | s. d.  |
|     | STORTFORD .....    | 5 30 | ..   | 8 20 | 9 20  | 11 30 | 2 30 | 4 30 | 6 30 |         |        |        |
| 1½  | Sawbridgeworth ..  | ..   | ..   | ..   | 9 28  | ..    | 2 38 | ..   | 6 38 | 1 0     | 0 9    | 0 6    |
| 4   | Harlow .....       | ..   | ..   | 8 32 | ..    | 11 42 | ..   | 4 42 | 6 45 | 1 6     | 1 0    | 0 9    |
| 8½  | Roydon .....       | ..   | ..   | 8 43 | ..    | 11 53 | ..   | ..   | 6 56 | 2 6     | 1 0    | 1 3    |
| 11½ | BROXBOURNE .....   | 5 56 | 8 0  | 8 52 | 9 50  | 12 2  | 3 0  | 5 0  | 7 5  | 3 6     | 2 8    | 1 9    |
| 15½ | Waltham .....      | 6 7  | 8 7  | 9 3  | 10 13 | 12 13 | 3 11 | 5 10 | 7 16 | 4 6     | 3 6    | 2 3    |
| 18½ | Ponder's End ..... | ..   | 8 13 | 9 12 | 10 10 | 12 22 | 3 20 | 5 19 | ..   | 5 0     | 3 9    | 2 6    |
| 20½ | Edmonton .....     | ..   | 8 18 | ..   | 10 18 | ..    | ..   | ..   | ..   | 5 6     | 4 0    | 2 9    |
| 22½ | Tottenham .....    | ..   | 8 23 | 9 26 | 10 24 | ..    | ..   | 5 30 | ..   | 6 0     | 4 6    | 3 0    |
| 24½ | Lea Bridge .....   | ..   | 8 28 | 9 33 | 10 31 | ..    | 3 36 | ..   | ..   | 6 6     | 5 0    | 3 3    |
| 30½ | SHOREDITCH .....   | ..   | ..   | ..   | ..    | ..    | ..   | ..   | ..   | 7 0     | 5 6    | 3 6    |

There is a train from Broxbourne to Stortford at 5 8 p.m. and one from Broxbourne to London at 8 p.m.

### LONDON AND BLACKWALL.

Trains every day to and from London and Blackwall, and the intermediate stations of Shadwell, Stepney, Limehouse, West India Docks, and Poplar, from 8½ in the morning, till 9½ at Night.

**FARES**, first class, 6; 2nd class, 4d.

London terminus in Fenchurch-street and Minories, and Blackwall terminus at the Brunswick Wharf.

On **Sundays** the trains cease running from 10½ till 1, being the hours of church service.

### LONDON AND GREENWICH.

Trains leave Tooley-street every quarter of an hour from 8 a.m. till 10 p.m., and return at the same time.

On **Sundays** from 8 till a quarter before 11 a.m.; and a quarter past 1, to 10 p.m.

**FARES**, first class, closed carriages, 9d.; second class, open ditto, without seats, 6d.

Omnibuses to Woolwich every train, and conveyances to and from the West End, at the London terminus.



## LONDON AND BRIGHTON.

|     | Down Trains.         | 1     | 2     | 3     | 4     | 5    | 6    | 7    | 8     | 9    | Fares.  |        |  |
|-----|----------------------|-------|-------|-------|-------|------|------|------|-------|------|---------|--------|--|
|     |                      |       |       |       |       |      |      |      | Gds   |      | 1st Cls | 2d Cls |  |
| Mis | Trains leave         | a.m.  | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m.  | p.m. | s. d.   | s. d.  |  |
|     | LONDON .....         | 7 45  | 9 45  | 10 45 | 11 45 | 2 0  | 4 30 | 6 0  | 9 0   | 9 30 | ..      | ..     |  |
| 3   | *NEW CROSS .....     | 7 53  | ..    | ..    | 11 53 | 2 8  | ..   | 6 8  | 9 11  | 9 28 | ..      | ..     |  |
| 104 | *CROYDON .....       | 8 13  | 10 8  | 11 15 | 12 13 | 2 28 | 4 58 | 6 28 | 9 44  | 10 0 | 2 0     | 1 6    |  |
| 133 | Godstone Road .....  | 8 25  | ..    | ..    | 12 25 | 2 40 | ..   | 6 49 | 9 59  | ..   | 3 6     | 2 4    |  |
| 144 | Stoat's Nest .....   | 8 29  | ..    | ..    | 12 29 | 2 44 | ..   | 6 44 | 10 6  | ..   | 4 0     | 2 8    |  |
| 194 | Merstham .....       | 8 44  | ..    | ..    | 12 44 | 2 59 | ..   | 6 59 | 10 26 | ..   | 5 0     | 3 8    |  |
| 214 | *RED HILL .....      | 8 49  | 10 35 | ..    | 12 49 | 3 45 | 20 7 | 7 16 | 10 33 | ..   | 5 6     | 4 0    |  |
| 254 | *Horley .....        | 9 1   | ..    | ..    | 1 13  | 16   | ..   | 7 16 | 10 49 | ..   | 7 0     | 5 0    |  |
| 294 | THREE BRDGS. .....   | 9 14  | 10 56 | ..    | 1 14  | 3 29 | 5 41 | 7 29 | 11 5  | ..   | 8 0     | 5 6    |  |
| 334 | Balcombe .....       | 9 28  | ..    | ..    | 1 28  | 3 43 | ..   | 7 43 | 11 23 | ..   | 9 0     | 6 4    |  |
| 374 | *HAYWARD HEATH ..... | 9 39  | 11 15 | ..    | 1 39  | 3 54 | 6 07 | 54   | 11 39 | ..   | 10 6    | 7 0    |  |
| 41  | Burgess Hill .....   | 9 49  | ..    | ..    | 1 49  | 4    | ..   | 8 4  | 11 53 | ..   | 11 8    | 7 8    |  |
| 434 | Hassock's Gate ..... | 9 57  | ..    | ..    | 1 57  | 4 12 | ..   | 8 12 | 12 4  | ..   | 12 6    | 8 0    |  |
| 504 | *BRIGHTON .....      | 10 15 | 11 45 | ..    | 2 15  | 4 30 | 6 30 | 8 30 | 12 36 | ..   | 14 6    | 9 6    |  |

Down Trains.—Nos. 1, 3, 4, 5, 7, and 9 are all mixed. No. 2 and 6 are first class. No. 8, Goods & third class only.

UP Trains.—Nos. 1, 2, 3, 5, 6, & 8 are mixed. No. 4 and 7 are first class. No. 9, Goods and third class only.

The first class trains consist of first class carriages only, except that two compartments of the leading carriage will be reserved for servants in attendance on their employers, at second class fares. The first class trains stop at first class stations only, but they will take private carriages and horses (belonging to passengers in the train) only from London to Brighton, or Brighton to London.

The mixed trains consist of first and second class, and stop at all stations; the third class by the Goods train only; and carriages and horses will be conveyed by them to and from all the carriage stations, marked thus \*

Day Tickets may be obtained from London and Croydon to Brighton and back, *vice versa*, to return the same day, at following fares for the whole journey:—First class 20s; second class 15s; such tickets not to be transferable, nor available but for the day for which they are issued.

Post Horses may be had at the London Bridge Station, to convey carriages to or from any part of London, at a charge of 10s. 6d. including the Post Boy; and at Brighton Station, to or from any part of Brighton, 5s.

**On Sundays.**—From London to Brighton, 7½, & 10½ a.m., & 7 p.m.; to Croydon only, 10 p.m. From Brighton to London, 7½ a.m., 3½, & 7 p.m.; from Croydon to London, 7 a.m. All mixed. Fares, by Goods train, from London to Croydon, 1s. 6d., to Brighton, 6s.

## SHOREHAM BRANCH.

From Brighton to Shoreham daily, except Sundays, 7½, 9½, and 12½ a.m.; 2½, 4½, and 7 p.m.

From Shoreham to Brighton daily, except Sundays, 8½, and 10½ a.m. 1, 3½, 5½, and 7½ p.m.

**On Sundays,** from Brighton to Shoreham, 9 a.m.; 2½, 3½, 5½, & 6½ p.m. From Shoreham to Brighton, 10 a.m.; 2½, 4½, 6, & 8 p.m.

**FARES.**—First class, 1s.; second class, 9d.; third class, 6d.

All the trains on the Shoreham Branch are mixed trains, calling at the intermediate stations of Hove, Portslade, Southwick, and Kingston, to take up and set down passengers. Children under seven years of age charged half fare. No charge for infants in arms.



**SOUTH EASTERN, OR LONDON & DOVER.** UO2

| Miles | Down Trains      | 1       | 2      | 3       | 4      | Fares |    | Miles | Up Trains        | 1    | 2     | 3    | 4    | Fares |    | London to Tunbridge Carriages, 4-wheel, 20s. 2-wheel, 18s; Horses, one, 17s. 6d, 2, if belonging to the party, 30s, 30s. 42s. |
|-------|------------------|---------|--------|---------|--------|-------|----|-------|------------------|------|-------|------|------|-------|----|-------------------------------------------------------------------------------------------------------------------------------|
|       |                  | 1st Cls | 2d Cls | 1st Cls | 2d Cls | s.    | d. |       |                  | s.   | d.    |      |      |       |    |                                                                                                                               |
|       |                  | a.m.    | a.m.   | p.m.    | p.m.   | s.    | d. |       |                  | a.m. | a.m.  | p.m. | p.m. | s.    | d. |                                                                                                                               |
| 3     | LONDON.....      | 9 30    | 11 30  | 2 30    | 5 30   |       |    | 0     | TUNBRIDGE...     | 7 45 | 10 30 | 3 0  | 6 0  |       |    |                                                                                                                               |
| 10½   | New Cross .....  | 9 38    | 11 38  | 2 38    | 5 38   |       |    | 4     | Penshurst .....  | 7 57 | 10 42 | 3 12 | 6 12 | 1     | 0  | 0 9                                                                                                                           |
| 21    | Croydon .....    | 9 58    | 11 58  | 2 58    | 5 58   | 2     | 6  | 19    | Edenbridge ..... | 8 12 | 10 57 | 3 27 | 6 27 | 2     | 6  | 1 6                                                                                                                           |
| 26    | Reigate .....    | 10 29   | 12 29  | 3 29    | 6 29   | 5     | 6  | 19    | Godstone .....   | 8 27 | 11 12 | 3 42 | 6 42 | 3     | 6  | 2 0                                                                                                                           |
| 31    | Godstone .....   | 10 44   | 12 44  | 3 44    | 6 44   | 6     | 6  | 29½   | Reigate .....    | 8 45 | 11 30 | 4 0  | 7 0  | 4     | 6  | 3 0                                                                                                                           |
| 36    | Edenbridge ..... | 11 0    | 1 0    | 4 0     | 7 0    | 6     | 5  | 39    | Croydon .....    | 9 15 | 12 0  | 4 30 | 7 30 | 7     | 6  | 5 0                                                                                                                           |
| 31    | Penshurst .....  | 11 15   | 1 15   | 4 15    | 7 15   | 9     | 0  | 27    | New Cross .....  | 9 35 | 12 20 | 4 50 | 7 50 | 9     | 6  | 6 0                                                                                                                           |
| 40    | TUNBRIDGE .....  | 11 30   | 1 30   | 4 30    | 7 30   | 10    | 0  | 40    | LONDON.....      | 9 45 | 12 30 | 5 0  | 8 0  | 10    | 0  | 6 6                                                                                                                           |

Carriages for Tunbridge Wells will meet every train on its arrival at Tunbridge. 101 222/223

Carriages for Maidstone will meet the Down trains No. 3 and 4. The above is for the

Passengers for Hastings and St. Leonard's will be booked through by the trains numbered 1, 2, and 3, at the following offices in London, viz., Golden Cross, Charing Cross; 41, Regent Circus; Bolt-in-Tun, Fleet-street; Belle Sauvage, Ludgate Hill; George and Blue Boar, Holborn; Spread Eagle, Gracechurch street.

Passengers and parcels will be booked through at the station, London Bridge, for Hawkhurst and Rye, and for Tenterden and Cranbrook by the Down train No. 3.

Post horses will be in readiness at the Tunbridge station on the arrival of every train, to convey carriages to Tunbridge Wells at 10s. 6d. each, including the Driver; and to all other places at 1s. 6d. per mile.

Carriages will leave Tunbridge Wells for the Tunbridge station to meet every train for London.

Carriages will run from Maidstone to meet the Up trains No. 1 and 2

Coaches will leave Hastings and St. Leonard's to meet the Up trains Nos. 2, 3, and 4.

Coaches will run from Rye, Tenterden, and Cranbrook to meet the Up train No. 2.

Post horses will be in readiness at the London Bridge and New Cross stations to convey carriages to and from all parts of London, at 10s. 6d. each, including the driver.

Children under ten years of age will be charged half fare. Passengers riding in their own carriages will be charged second class fares.

Private carriages and horses will, for the present, be conveyed to and from Tunbridge and London, but they must be at the station 20 minutes before the time of departure.

First class passengers will be allowed 84lbs. of luggage; second class passengers, 56lbs. do. Overweight will be charged one farthing per lb. for any distance under 20 miles, and one half-penny per lb. for any distance above 20 miles.

Dogs will be charged 2s. 6d. for the whole or any part of the journey between London and Tunbridge, but they will not be permitted to travel in the same carriage with the passengers.



# 10 EASTERN COUNTIES.

| Stations.        | Down Trains. |       |      |      |      |      |      |      |
|------------------|--------------|-------|------|------|------|------|------|------|
|                  | a.m.         | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. |
| SHOREDITCH..     | 8 30         | 11 0  | 2 0  | 3 0  | 4 15 | 5 0  | 6 30 | 7 45 |
| Mile End.....    | 8 34         | 11 4  | 2 4  | 3 4  | ..   | ..   | ..   | ..   |
| Stratford.....   | 8 41         | 11 11 | 2 11 | 3 11 | 4 25 | 5 10 | 6 40 | 7 55 |
| Forest Gate..... | ..           | ..    | ..   | ..   | 4 29 | ..   | ..   | ..   |
| Ilford.....      | 8 50         | 11 20 | 2 20 | 3 20 | 4 35 | 5 19 | 6 49 | 8 4  |
| ROMFORD.....     | 9 1          | 11 31 | 2 31 | 3 31 | 4 46 | 5 30 | 7 0  | 8 15 |

| Stations.        | Up Trains. |       |       |       |      |      |      |      |
|------------------|------------|-------|-------|-------|------|------|------|------|
|                  | a.m.       | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. | p.m. |
| BRENTWOOD..      | 8 45       | 9 45  | 10 45 | 12 30 | 3 30 | 5 30 | 6 30 | 7 0  |
| Romford.....     | 9 0        | 10 0  | 11 0  | 12 45 | 3 45 | 5 45 | 6 45 | 8 0  |
| Ilford.....      | 9 11       | 10 11 | 11 11 | 12 56 | 3 56 | 5 56 | 6 56 | 8 11 |
| Forest Gate..... | 9 17       | ..    | ..    | ..    | ..   | ..   | ..   | ..   |
| Stratford.....   | 9 21       | 10 19 | 11 19 | 1 4   | 4 4  | 6 4  | 7 4  | 8 19 |
| MILE END.....    | 9 28       | ..    | ..    | 1 11  | ..   | 6 11 | 7 11 | ..   |

**On Sundays** from Shoreditch at 9 and 10 a.m., 2, 3, 4, 6½ & 7½ p.m. From Brentwood at 8½ & 10 a.m., 2½, 4½, 6½, & 7½ p.m.

**FARES.**—London to Brentwood, 1st cls. 3s 6d, 2nd 2s 6d, third 2s.

## LONDON AND CROYDON.

From Tooley-street, London, 9 5, and 11 5 a.m., 2 20, 4 20, 5 20, 6 20, and 8 20 p.m.

From Croydon, 8 5, 9 5, & 10 5 a.m., 12 5, 3 20, 5 20, 7 20, & 9 20 p.m. Stops at intermediate stations.

**On Sundays** from Tooley-street at 9 5 and 10 5 a.m., 2 20, 3 20, 4 20, 5 20, 6 20, 7 20, 8 20 & 9 20 p.m.

From Croydon, 9 5, 10 5 a.m., 2 20, 3 20, 4 20, 5 20, 6 20, 7 20, 8 20 and 9 20 p.m.

**FARES.**—London to New Cross, first class 1s, second class 9d; Dartmouth Arms 1s 9d and 1s 4d; Sydenham 1s 10d and 1s 4d; Anerley 2s 0d and 1s 6d; Jolly Sailor, near Beulah Spa, and that part of Norwood 2s 0d and 1s 6d; Croydon 2s 3d and 1s 9d.

Third class carriages convey passengers with the trains only from New Cross to Croydon and back, stopping at intermediate stations, at the above hours.

# 11 a.

## MANCHESTER AND BIRMINGHAM RAILWAY.

The Public are informed that the Line will be OPENED for the Conveyance of Passengers, Parcels, Private Carriages, Horses, and Goods, on WEDNESDAY the 10th August, and the following will be the Times of Departure of the Passenger Trains, until further arrangements can be made with other Companies:—

### WEEK DAYS.

**From Manchester Station, London Road, to Birmingham, and intermediate Stations.**

|                    |                         |                 |
|--------------------|-------------------------|-----------------|
| 1st Class, 4 a.m.; | joins London train from |                 |
|                    | Birmingham, at          | 8 30 a.m.       |
| Mixed,             | 6 45 a.m.               | ditto 12 0 "    |
| 1st Class,         | 8 45 "                  | ditto 1 15 p.m. |
| 1st "              | 11 15 "                 | ditto 4 0 "     |
| Mixed,             | 4 45 p.m.               |                 |
| 1st Class,         | 7 30 "                  | ditto 12 0 "    |

**From Birmingham and Crewe, and intermediate Stations to Manchester.**

| From Birmingham. |           | From Crewe. |           |
|------------------|-----------|-------------|-----------|
| 1st Class,*      | 1 45 a.m. |             | 4 0 a.m.  |
| Mixed.....       | 6 0 "     |             | 9 0 "     |
| 1st Class..      | 11 30 "   |             | 1 45 p.m. |
| 1st "            | 2 45 p.m. |             | 5 0 "     |
| Mixed ....       | 4 30 "    |             | 7 30 "    |
| 1st Class..      | 7 15 "    |             | 9 30 "    |

Private Carriages and Horses will not be conveyed by trains marked \* between Crewe and Birmingham.

First Class trains will only stop at the principal stations on the Grand Junction line, and at the Stations of Stockport, Chelford, Sandbach, and Holme's Chapel (if required), on the Manchester and Birmingham line.

Third Class Passengers booked through to Birmingham, and the principal Stations on the Grand Junction line, by the 6 45 a.m. train only.

Third Class Passengers will be conveyed to and from all Stations between Manchester and Crewe, by the trains leaving Manchester at 6 45 a.m., and 4 45 p.m.; and Crewe at 9 a.m., and 7 30 p.m.

### SUNDAYS.

| From Manchester. |                                                             | From Birmingham. |            | From Crewe. |           |
|------------------|-------------------------------------------------------------|------------------|------------|-------------|-----------|
| 1st Class..      | 4 0 a.m. joins London train from Birmingham at 8 30 a.m.... | 1st Class....    | 1 45 a.m.  |             | 4 0 a.m.  |
| Mixed....        | 8 30 a.m. ditto 1 30 p.m....                                | 1st Class....    | 7 30 a.m.  |             | 9 30 "    |
| 1st Class..      | 11 15 a.m.                                                  | 1st Class....    | 11 30 a.m. |             | 1 45 p.m. |
| 1st Class..      | 7 30 p.m. ditto 12 0 ....                                   | Mixed.....       | 2 45 p.m.  |             | 5 0 "     |

Further particulars, as to the Fares, &c., may be learnt, on application at the Company's Offices.

**Stockport Mixed Trains start daily, as under:**

| From Manchester to Stockport. |                                | From Stockport to Manchester. |                     |
|-------------------------------|--------------------------------|-------------------------------|---------------------|
| <i>Morning.</i>               | <i>Afternoon.</i>              | <i>Morning.</i>               | <i>Afternoon.</i>   |
| 7½, 8½, 9½, 10½, 11½          | 12½, 1½, —3½, 4½, 5½, 6½, 8—9. | 7, 8, 9, 10, 11, 12.          | 1—3, 4, 5, 6, 7—8½. |

### ON SUNDAYS.

| From Manchester to Stockport. |                                | From Stockport to Manchester. |                                 |
|-------------------------------|--------------------------------|-------------------------------|---------------------------------|
| 8, 9½ <i>Morning,</i>         | 6, 7½, and 9 <i>Afternoon.</i> | 7½, 9 <i>Morning</i>          | 5½, 7, and 8½ <i>Afternoon.</i> |

The Trains Stop at Rushford and Levenshulme to take up or set down Passengers when required.



## 11

From Sheffield, 6, 8½, 9½, 10½ and 11½ a.m., 12½, 1½, 2½, 3½, 4½, 5½, 6½  
7½ and 8½ p.m.

**on Sundays** from Cardiff 9 a.m. and 4 p.m. From Merthyr 9 20 a.m. and 4 20 p.m.

**ARES** from Cardiff to Merthyr, first class 5s; second class 4s;  
third class 3s.



| Distances. | Down Trains.    | 1½                    | 6                 | 9½         | 11½            | 2½                  | 4½                | 7½        | Fares from Liverpool to London,<br>when booked throughout. |                  |                |        |
|------------|-----------------|-----------------------|-------------------|------------|----------------|---------------------|-------------------|-----------|------------------------------------------------------------|------------------|----------------|--------|
|            |                 | a.m. London<br>* Mail | a.m. 2nd<br>class | a.m. Mixed | a.m. Mail<br>* | p.m. London<br>Mail | p.m. 2nd<br>Class | p.m. Mail |                                                            |                  |                |        |
| Mls.       | Trains Leave    |                       |                   |            |                |                     |                   |           | Grand<br>Junc.                                             | Lond.&<br>Birmn. | Total<br>Thro' |        |
|            | BIRMINGHAM      | 1 45                  | 6 0               | 9 30       | 11 30          | 2 45                | 4 30              | 7 15      | £ s. d.                                                    | £ s. d.          | £ s. d.        | Day    |
| 3¼         | Perry Bar       |                       | 6 15              | 9 45       |                |                     | 4 45              |           | 1 6 0                                                      | 1 10 0           | 2 16 0         | Mail   |
| 6½         | Newton Road     |                       | 6 25              | 9 55       |                |                     | 4 55              |           | 1 7 6                                                      | 1 10 0           | 2 17 6         | Trns   |
| 9½         | WALSALL         | 2 5                   | 6 34              | 10 4       | 11 50          |                     | 5 4               | 7 35      | 1 6 0                                                      | 1 12 6           | 2 18 6         | night  |
| 12         | Willenhall      |                       | 6 43              | 10 13      |                |                     | 5 13              |           | 1 7 6                                                      | 1 12 6           | 2 18 6         | ml.tr. |
| 14½        | WOLVERHAMPTON   | 2 20                  | 6 51              | 10 21      | 12 5           | 3 20                | 5 21              | 7 50      | 1 4 6                                                      | 1 12 6           | 2 14 6         |        |
| 20         | Four Ashes      |                       | 7 7               | 10 37      |                |                     | 5 37              |           | 1 7 6                                                      | 1 12 6           | 2 17 6         |        |
| 21½        | Spread Eagle    |                       | 7 13              | 10 43      |                |                     | 5 43              |           | 1 7 6                                                      | 1 12 6           | 2 17 6         |        |
| 24         | Penkridge       |                       | 7 21              | 10 51      |                |                     | 5 51              |           | 1 7 6                                                      | 1 12 6           | 2 17 6         |        |
| 29¼        | STAFFOR         | 2 46                  | 7 37              | 11 7       | 12 35          | 3 46                | 6 7               | 8 16      | 1 4 6                                                      | 1 12 6           | 2 14 6         |        |
| 35         | Norton Bridge   |                       | 7 54              |            |                |                     | 6 24              |           | 1 7 6                                                      | 1 12 6           | 2 17 6         |        |
| 43¼        | WHITMORE        | 3 20                  | 8 19              |            | 1 15           | 4 20                | 6 49              | 8 50      | 2 0 0                                                      | 2 10 0           | 4 10 0         |        |
| 46         | Madeley         |                       | 8 28              |            |                |                     | 6 58              |           | 3 0 0                                                      | 4 10 0           | 7 10 0         |        |
| 51½        | Basford         |                       | 8 43              |            |                |                     | 7 13              |           | 4 0 0                                                      | 6 10 0           | 10 10 0        |        |
| 54         | CREWE           | 3 45                  | 8 51              |            | 1 40           | 4 45                | 7 21              | 7 15      | ..                                                         | ..               | ..             |        |
| 58½        | Minshull Vernon |                       | 9 6               |            |                |                     | 7 36              |           | 3 0 0                                                      | 3 15 0           | 6 15 0         |        |
| 61½        | Winsford        |                       | 9 14              |            |                |                     | 7 44              |           | 2 0 0                                                      | 3 15 0           | 5 15 0         |        |
| 65½        | HARTFORD        | 4 14                  | 9 27              |            | 2 10           | 5 14                | 7 57              | 9 44      | ..                                                         | ..               | ..             |        |
| 68½        | Acton           |                       | 9 36              |            |                |                     | 8 6               |           | 2 0 0                                                      | 2 15 0           | 4 15 0         |        |
| 72½        | Preston Brook   |                       | 9 49              |            |                |                     | 8 19              |           | ..                                                         | ..               | ..             |        |
| 75         | Moore           |                       | 9 56              |            |                |                     | 8 26              |           | ..                                                         | ..               | ..             |        |
| 78         | WARRINGTON      | 4 45                  | 10 4              |            | 2 40           | 5 45                | 8 34              | 10 15     | 0 18 0                                                     | 1 0 0            | 1 18 0         | Day    |
| 97½        | LIVERPOOL       | 5 45                  | 11 15             |            | 3 45           | 6 45                | 9 45              | 11 15     | ..                                                         | 1 5 0            | 2 3 0          | Night  |
|            | CHESTER         |                       |                   |            |                |                     |                   |           |                                                            |                  |                |        |

**Sunday Trains.**—From Birmingham, first class, at \*1 45, 7 30, 11 30 a.m., and Mixed, 2 45 p.m. stopping at 1st cl. stations only

\* Trains marked thus \* stop at Walsall station for passengers proceeding to Birmingham or Stafford, or other first class stations north of Stafford. Trains marked thus † are second class as far as Stafford.

### CHESTER AND CREWE.

\*From Chester, Mail 4¼ a.m. to meet 3¼ a.m. tr. from Liverpool.

First class † 1½ a.m. to meet 10½ a.m. from Liverpool.

Mixed at 5 p.m. to meet 3¼ p.m. train from Birmingham, and 4 p.m. train from Liverpool.

\*Mail 7 50 p.m. to meet 7 p.m. train from Liverpool.

FARES. Chester to Crewe, 6s 6d—5s—4s. Chester to Birmingham 22s—18s—14s. Chester to Beeston 2s 6d—2s—1s 6d.

\* Call at Beeston only. † Will call at Tattenhall, Beeston, Highwayside, and Nantwich stations.

**From Chester to Manchester**, without change of Carriage, at 5 a.m. & 5 p.m.—**Manchester to Chester** at 7½ a.m. & 4½ p.m.

FARES. 1st class 11s., 2nd class 8s., and intermediate stations in proportion. Passengers will also be booked to Birmingham by the trains leaving Chester at 8 a.m. Sunday departures will remain as at present.

\*From Crewe, Mail 4¼ a.m. on arrl. of 1½ a.m. tr. from Birmingham

Mixed † 9 a.m. on arrival of 6 a.m. trs. from Liverpool & Birmingham

First class, † 2 p.m. on arrival of 11 30 a.m. tr. from Birmingham

\* Mail 5¼ on arrival of the 2½ p.m. train from Birmingham.

Mail trains only run on Sundays.



| Distances.<br>Mls. | Up Trains.<br><br>STATIONS. | 3 $\frac{1}{2}$<br>a.m. | 6<br>a.m.      | 7 $\frac{1}{2}$<br>a.m. | 8 $\frac{1}{2}$<br>a.m. | 10 $\frac{1}{2}$<br>a.m. | 4<br>p.m.    | 7<br>p.m.           |
|--------------------|-----------------------------|-------------------------|----------------|-------------------------|-------------------------|--------------------------|--------------|---------------------|
|                    |                             | London<br>Mail<br>*     | Mixed<br>Class | Mixed                   | Mail                    | Mail<br>*                | 2nd<br>Class | London<br>Mail<br>* |
|                    | LIVERPOOL .....             | 3 30                    | 6 0            | ..                      | 8 15                    | 10 30                    | 4 0          | 7 0                 |
| 19 $\frac{1}{2}$   | WARRINGTON .....            | 4 17                    | 6 55           | ..                      | 9 2                     | 11 20                    | 4 55         | 7 47                |
| 22 $\frac{1}{2}$   | Moore .....                 | ..                      | 7 3            | ..                      | ..                      | ..                       | 5 8          | ..                  |
| 25                 | Preston Brook .....         | ..                      | 7 16           | ..                      | ..                      | ..                       | 5 16         | ..                  |
| 29 $\frac{1}{2}$   | Acton .....                 | ..                      | 7 30           | ..                      | ..                      | ..                       | 5 30         | ..                  |
| 31 $\frac{1}{2}$   | HARTFORD .....              | 4 53                    | 7 40           | ..                      | 9 38                    | 11 58                    | 5 40         | 8 23                |
| 36 $\frac{1}{2}$   | Winsford .....              | ..                      | 7 56           | ..                      | ..                      | ..                       | 5 56         | ..                  |
| 38 $\frac{1}{2}$   | Minshull Vernon .....       | ..                      | 8 2            | ..                      | ..                      | ..                       | 6 2          | ..                  |
| 43 $\frac{1}{2}$   | CREWE .....                 | 5 24                    | 8 23           | ..                      | 10 9                    | 12 32                    | 6 23         | 8 54                |
| 46                 | Basford .....               | ..                      | 8 32           | ..                      | ..                      | ..                       | 6 32         | ..                  |
| 51 $\frac{1}{2}$   | Madeley .....               | ..                      | 8 52           | ..                      | ..                      | ..                       | 6 52         | ..                  |
| 54 $\frac{1}{2}$   | WHITMORE .....              | 6 5                     | 9 5            | ..                      | 10 50                   | 1 15                     | 7 5          | 9 35                |
| 62 $\frac{1}{2}$   | Norton Bridge .....         | ..                      | 9 52           | ..                      | ..                      | ..                       | 7 25         | ..                  |
| 68 $\frac{1}{2}$   | STAFFORD .....              | 6 37                    | 9 45           | 7 30                    | 11 22                   | 1 47                     | 7 45         | 10 7                |
| 73 $\frac{1}{2}$   | Penkridge .....             | ..                      | 10 6           | 7 51                    | ..                      | ..                       | 8 6          | ..                  |
| 76                 | Spread Eagle .....          | ..                      | 10 15          | 8 0                     | ..                      | ..                       | 8 15         | ..                  |
| 77 $\frac{1}{2}$   | Four Ashes .....            | ..                      | 10 19          | 8 4                     | ..                      | ..                       | 8 19         | ..                  |
| 83                 | WOLVERHAMPTON .....         | 7 18                    | 10 36          | 8 21                    | 12 3                    | 2 32                     | 8 36         | 10 48               |
| 85 $\frac{1}{2}$   | Willenhall .....            | ..                      | 10 50          | 8 35                    | ..                      | ..                       | 8 50         | ..                  |
| 88                 | WALSALL .....               | 7 25                    | 10 59          | 8 44                    | ..                      | 2 40                     | 8 59         | 10 55               |
| 90 $\frac{1}{2}$   | Newton Road .....           | ..                      | 11 9           | 8 54                    | ..                      | ..                       | 9 9          | ..                  |
| 94 $\frac{1}{2}$   | Perry Bar .....             | ..                      | 11 19          | 9 4                     | ..                      | ..                       | 9 19         | ..                  |
| 97 $\frac{1}{2}$   | BIRMINGHAM .....            | 8 0                     | 11 30          | 9 15                    | 12 45                   | 3 15                     | 9 30         | 11 30               |

## FARES

## Between Liverpool and Birmingham.

|                                                                                                             |        |
|-------------------------------------------------------------------------------------------------------------|--------|
| Four Inside Coach .....                                                                                     | £1 7 6 |
| Six Inside Coach by Mail Trains ....                                                                        | 1 6 0  |
| Six Inside Coach by other Trains .....                                                                      | 1 4 6  |
| Second Class Closed Carriages .....                                                                         | 0 18 0 |
| *Third Class Open Carriages by 6 a.m.<br>train from Liverpool, and by 6 a.m.<br>train from Birmingham ..... | 0 13 0 |

\*Passengers will be booked by this conveyance from Liverpool and Birmingham to First Class stations only, and from First Class stations to either of the Termini, but not to intermediate stations, at lower rates in proportion.

Children under Ten years of age half-price.

Ditto in the arms, free.

|                                        |        |
|----------------------------------------|--------|
| One Horse .....                        | £2 0 0 |
| Two Horses, if one property & in 1 box | 3 0 0  |
| Three ditto .....                      | 4 0 0  |
| Dogs, each .....                       | 0 3 0  |
| Gentlemen's Carriages, Four Wheels     | 3 0 0  |
| " " Two "                              | 2 0 0  |

|                                                                     |        |
|---------------------------------------------------------------------|--------|
| Passengers in Private Carriages at 2nd<br>Class Fares .....         | 0 18 0 |
| Grooms in charge of Horses, if riding<br>with them in the box ..... | 0 14 0 |

**Sunday Trains.**—1st class leave Liverpool for London, at 3 30\*, Mixed 8 15 a.m. and 7\* p.m. (10 $\frac{1}{2}$ \* a.m. to Birmingham only), stopping at first class stations only.

**To London** by the following trains:—On week-days, at 8 $\frac{1}{2}$  and 10 $\frac{1}{2}$  a.m. taking first class passengers, and horses and carriages. 7 p.m. taking first class passengers only.—On Sundays the 8 $\frac{1}{2}$  a.m. takes first class passengers, and carriages and horses; and the 7 p.m. first class passengers only.

**NOTICE.**—Passengers should be at the first class stations 5 minutes and at the second class stations 10 minutes, before the time specified.

A supply of Trucks and Horse-Boxes will be kept at all the principal stations on the line; but to prevent disappointment, it is requisite that notice should be given at the station where they may be required, the day previous. No charge for landing or embarking Carriages or Horses on any part of the line.

Trains marked thus \* stop at Walsall station for passengers proceeding to Birmingham or Stafford, or other first class stations north of Stafford.



| Mls. | UP TRAINS.<br>STATIONS | Derby to Birmingham<br>and London. |       |      |       |       | Sundays. |      |       | DOWN TRNS.<br>STATIONS | London & Birmingham<br>to Derby. |      |       |       |      |      | Sundays. |      |      |
|------|------------------------|------------------------------------|-------|------|-------|-------|----------|------|-------|------------------------|----------------------------------|------|-------|-------|------|------|----------|------|------|
|      |                        | 1                                  | 2     | 3    | 4     | 5     | 7        | 8    | 9     |                        | 1                                | 2    | 3     | 4     | 5    | 6    | 7        | 8    | 9    |
|      | Departure from         | a.m.                               | a.m.  | p.m. | p.m.  | p.m.  | a.m.     | p.m. | a.m.  | Departure from         | a.m.                             | a.m. | a.m.  | a.m.  | a.m. | p.m. | a.m.     | a.m. | p.m. |
|      | DERBY.....             | 8 20                               | 11 45 | 1 30 | 4 30  | 11 0  | 8 20     | 5 30 | 11 0  | LONDON.....            | ..                               | ..   | 6 0   | 8 8   | 11 0 | 1 30 | ..       | ..   | ..   |
| 61   | Willington ....        | 8 32                               | ..    | 1 42 | 4 42  | ..    | 8 32     | 5 42 | ..    | COVENTRY ..            | ..                               | ..   | 9 57  | 12 52 | 3 12 | 5 56 | ..       | ..   | ..   |
| 11   | BURTON.....            | 8 46                               | 12 8  | 1 56 | 4 56  | 11 23 | 8 46     | 5 56 | 11 23 | HAMPTON ....           | ..                               | ..   | 10 30 | 1 21  | 3 45 | 6 25 | ..       | ..   | ..   |
| 143  | Barton & Walton ..     | 8 55                               | 12 20 | 2 5  | 5 5   | ..    | 8 55     | 6 5  | ..    | Coleshill.....         | ..                               | ..   | 10 40 | 1 31  | 3 55 | 6 35 | ..       | ..   | ..   |
| 173  | Oakley & Alrewas ..    | 9 9                                | 12 30 | ..   | 5 13  | ..    | 9 9      | 6 13 | ..    | BIRMINGHAM ..          | 12 30                            | 7 0  | 10 30 | 1 25  | 4 0  | 6 15 | 12 30    | 7 0  | 5 30 |
| 24   | TAMWORTH.....          | 9 20                               | 12 45 | 2 25 | 5 30  | 12 0  | 9 20     | 6 30 | 12 0  | Bromford Forge ..      | ..                               | 7 6  | ..    | ..    | 4 6  | 6 21 | ..       | 7 6  | 5 36 |
| 253  | Wilnate & Fazly ..     | 9 26                               | ..    | 2 31 | 5 36  | ..    | 9 26     | 6 41 | ..    | Castle Bromwich ..     | ..                               | 7 12 | 10 40 | 1 35  | 4 12 | 6 27 | ..       | 7 25 | 5 55 |
| 294  | Kingsbury.....         | 9 36                               | ..    | 2 41 | 5 41  | ..    | 9 36     | 6 41 | ..    | Water Orton....        | ..                               | 7 18 | 10 48 | 1 41  | 4 18 | 6 33 | ..       | 7 25 | 5 55 |
| 314  | Whitacre Junc..        | 9 40                               | 1 0   | 2 48 | 5 48  | ..    | 9 37     | 6 48 | ..    | Forge Mills ....       | 12 51                            | 7 22 | 10 52 | ..    | 4 22 | 6 37 | 12 51    | 7 26 | 5 58 |
| 334  | Coleshill.....         | 9 50                               | 1 10  | ..   | ..    | ..    | ..       | ..   | ..    | Whitacre Junc..        | ..                               | 7 28 | 10 58 | 1 51  | 4 28 | 6 43 | ..       | 7 30 | 5 3  |
| 384  | HAMPTON.....           | 10 8                               | 1 25  | ..   | 6 5   | ..    | ..       | ..   | ..    | Kingsbury.....         | ..                               | 7 37 | ..    | 1 58  | ..   | 6 51 | ..       | 7 35 | 6 10 |
| 33   | Forge Mills ....       | 9 47                               | 1 12  | 2 53 | 5 53  | 12 23 | 9 44     | 6 53 | 12 23 | Wilnate & Fazly ..     | ..                               | 7 47 | ..    | ..    | 4 47 | 1    | ..       | ..   | ..   |
| 344  | Water Orton....        | 9 53                               | 1 17  | 2 58 | 5 58  | ..    | 9 50     | 6 58 | ..    | TAMWORTH....           | 1 18                             | 7 53 | 11 18 | 2 11  | 4 50 | 7 15 | 1 18     | 7 50 | 6 23 |
| 374  | Castle Bromwich ..     | 9 58                               | 1 22  | 3 8  | 6 6   | ..    | ..       | ..   | ..    | Oakley & Alrewas ..    | ..                               | 8 0  | 11 30 | 2 23  | 5 3  | 7 21 | ..       | 8 0  | 6 33 |
| 413  | BIRMINGHAM ..          | 10 2                               | ..    | ..   | 6 10  | ..    | 10 2     | 7 0  | ..    | Barton & Walton ..     | ..                               | 8 5  | 11 35 | 2 30  | 5 13 | 7 34 | ..       | 8 5  | 6 38 |
|      | Bromford Forge ..      | 10 2                               | ..    | ..   | 6 20  | 12 45 | 10 20    | 7 15 | 12 45 | BURTON.....            | 1 50                             | 8 18 | 11 50 | 2 45  | 5 23 | 7 42 | 1 50     | 8 15 | 6 48 |
|      | COVENTRY.....          | 10 47                              | 2 4   | 4 47 | 6 45  | ..    | ..       | ..   | ..    | Willington.....        | ..                               | 8 30 | 12 0  | ..    | 5 35 | 7 53 | ..       | 8 27 | 7 0  |
|      | LONDON.....            | 3 15                               | 6 30  | ..   | 11 15 | ..    | ..       | ..   | ..    | DERBY, Arr. at         | 2 15                             | 8 50 | 12 15 | 3 15  | 5 45 | 8 15 | 2 15     | 8 50 | 7 15 |

## FARES, FROM BIRMINGHAM

## FARES, FROM DERBY

| TO             | 1 Cls. | 2 Cls. | 3 Cls. | TO                 | 1 Cls. | 2 Cls. | 3 Cls. | TO                 | 1 Cls. | 2 Cls. | 3 Cls. | TO             | 1 Cls. | 2 Cls. | 3 Cls. |
|----------------|--------|--------|--------|--------------------|--------|--------|--------|--------------------|--------|--------|--------|----------------|--------|--------|--------|
|                | s. d.  | s. d.  | s. d.  |                    | s. d.  | s. d.  | s. d.  |                    | s. d.  | s. d.  | s. d.  |                | s. d.  | s. d.  | s. d.  |
| Hampton ....   | ..     | ..     | ..     | Barton & Walton .. | 6 0    | 4 6    | 3 6    | Willington....     | 1 6    | 1 0    | 0 9    | Kingsbury....  | 7 0    | 5 0    | 4 0    |
| Coleshill..... | 2 0    | 1 6    | 1 0    | Burton.....        | 7 0    | 5 0    | 4 0    | Burton.....        | 3 0    | 2 0    | 1 6    | Coleshill..... | 7 6    | 5 6    | 4 6    |
| Kingsbury....  | 3 0    | 2 6    | 1 6    | Willington....     | 8 0    | 6 0    | 4 6    | Barton & Walton .. | 4 0    | 3 0    | 2 0    | Hampton ....   | 8 0    | 6 0    | 4 6    |
| Tamworth....   | 4 0    | 3 0    | 2 0    | Derby.....         | 10 0   | 7 0    | 5 0    | Oakley, &c....     | 4 6    | 3 6    | 2 6    | Birmingham..   | 10 0   | 7 0    | 5 0    |
| Oakley, &c.... | 5 6    | 4 0    | 3 0    |                    |        |        |        | Tamworth....       | 6 0    | 4 6    | 3 6    |                |        |        |        |

Between Birmingham and Derby.—Private Carriages, £1 4s. each; with two wheels (when two carriages are placed on one truck), 18s. each. One Horse 18s.; every additional Horse, 13s. Dogs 2s. each; if under 20 miles, half-price. Carriages and Horses under 15 miles, half-price. Between 15 and 30 mile two-thirds. Exceeding 30 miles, the whole fare. Passengers in or on Private Carriages, pay Second Class fares. Children under 10 years of age, half-price.

Between London and Derby.—First Class, £1 14s.; Second Class, £1 3s. Private Carriages, £4 6s. each. One Horse, £2 17s.; two Horses, £5.; three Horses, £6 15s. Dogs 6s. each.

The Up Trains Nos. 1, 2, 4, 7 and 8 are mixed; 3 first and second class; 5 and 9 1st and 2nd class and mail trains.

The Down Trains Nos. 2, 6, 8, & 9 are mixed; 3, 4 & 5 are 1st and 2nd class only; 1 and 7 are 1st & 2nd class & mail trains.

No. 1 up train is in connexion with one from Nottingham at 7 30 a.m.; No. 2 up train with one from Leeds at 7 30 a.m.; No. 3 up train with one from Darlington at 6 15 a.m.; No. 4 with one at 9 15 a.m. and No. 5 with one at 3 30 p.m.

Passengers to Wakefield, Huddersfield, Halifax, and the neighbouring towns, will leave Birmingham by the 12 40, 7, and 10½ a.m. and 1 25 p.m. down trns. The down train at 7 arrives at Derby in time (except Sundays) for a Coach to Ashbourne, Leek & Macclesfield. The 12 30 and 7 a.m. from Birmingham, and 6 a.m. from London, are continued through to Nottingham, Sheffield, Leeds, York, Hull, and Darlington; those at 8 & 8½ to Hull; that at 4 p.m. from Birmingham to Leeds; and that at 1½ p.m. from London, to Derby.

Passengers by the trains leaving London at 8, 8½ and 11 a.m. and Derby at 4½ p.m. must in each case be re-booked at Hampton.



| Miles | DOWN<br>TRAINS.          | BIRMINGHAM TO GLOUCESTER. |           |       |       |      |             | Fares. |        |        |   | Passengers booked between London and Worcester, Cheltenham, and Gloucester, via London and Birmingham Line. |  |
|-------|--------------------------|---------------------------|-----------|-------|-------|------|-------------|--------|--------|--------|---|-------------------------------------------------------------------------------------------------------------|--|
|       |                          | 1<br>mail                 | 2<br>mail | 3     | 4     | 5    | 6<br>GOODS. | 1 Cls. | 2 Cls. | 3 Cls. |   |                                                                                                             |  |
|       | Depart from BIRMINGHAM.. | 12 44                     | 3 10      | 8 45  | 12 15 | 2 45 | 7 15        | 5 30   |        |        |   |                                                                                                             |  |
|       | Lifford, arrival at..    | ..                        | ..        | 9 4   | ..    | ..   | 7 34        | 6 5    | 1 61   | 0 0    | 6 |                                                                                                             |  |
| 10    | Blackwell, do ....       | ..                        | ..        | 9 22  | ..    | ..   | 7 52        | 6 30   | 3 02   | 0 1    | 0 |                                                                                                             |  |
| 13    | Bromsgrove, do ....      | 1 29                      | 3 55      | 9 36  | 12 58 | 3 33 | 8 6         | 6 50   | 3 02   | 6 1    | 6 |                                                                                                             |  |
| 15    | Stoke Works, do ..       | ..                        | ..        | 9 43  | ..    | ..   | 8 13        | 7 0    | 4 63   | 0 2    | 0 |                                                                                                             |  |
| 18    | Droitwich, do ....       | 1 43                      | 4 9       | 9 51  | 1 13  | 3 43 | 8 21        | 7 17   | 5 03   | 6 2    | 0 |                                                                                                             |  |
| 24    | Spetchley, do ....       | 2 14                      | 4 27      | 10 9  | 1 28  | 4 4  | 8 39        | 7 45   | 6 64   | 0 2    | 6 |                                                                                                             |  |
| 28    | Wor'ster, by coach       | 2 31                      | 4 57      | 10 39 | 1 58  | 4 34 | 9 9         | 8 15   | 6 64   | 0 2    | 6 |                                                                                                             |  |
| 31    | Defford, arrival at      | ..                        | ..        | 10 27 | 1 45  | 4 22 | 8 57        | 8 20   | 8 65   | 6 3    | 6 |                                                                                                             |  |
| 32    | Eckington, do ....       | ..                        | ..        | 10 32 | ..    | ..   | 9 2         | 8 25   | 9 06   | 0 3    | 6 |                                                                                                             |  |
| 35    | Bredon, do .....         | ..                        | ..        | 10 40 | ..    | 4 30 | 9 10        | 8 40   | 9 66   | 6 4    | 0 |                                                                                                             |  |
| 37    | Ashchurch, do ....       | 2 38                      | 5 4       | 10 49 | 2 0   | 4 38 | 9 19        | 8 50   | 10 07  | 0 4    | 6 |                                                                                                             |  |
| 39    | Tewksbury, branch        | 2 53                      | 5 19      | 11 4  | 2 15  | 4 55 | 9 34        | 9 10   | 10 67  | 6 4    | 0 |                                                                                                             |  |
| 44    | CHELTFENHAM              | 2 56                      | 5 22      | 11 12 | 2 24  | 5 2  | 9 42        | 9 26   | 11 68  | 0 5    | 0 |                                                                                                             |  |
| 51    | GLOUCESTER ..            | 3 14                      | 5 40      | 11 25 | 2 37  | 5 15 | 9 55        | 9 45   | 13 69  | 0 5    | 6 |                                                                                                             |  |

## FROM LONDON.

By the train which leaves Euston station at 6 in the morning (1st and 2nd class), proceeding from Birmingham at a quarter past 12.

By the Mail train leaving Euston station at a quarter to 10 in the morning (mail and 1st class), proceeding from Birmingham at a quarter before 3.

## TO LONDON.

By the train which leaves Gloucester at a quarter past 8 in the morning, arriving in London at 6 in the afternoon (1st and 2nd class).

By the train which leaves Gloucester at 1 in the afternoon, arriving in London at 9 p.m. (1st class) or by the 6 p.m. from Birmingham, arriv. at 11 p.m.

By the Mail train leaving Gloucester at 9 at night, arriving in London at  $\frac{1}{4}$  past 5 a.m. (1st & 2nd class)

| UP<br>TRAINS.             | GLOUCESTER TO BIRMINGHAM. |       |      |      |           |           | Fares. |        |        |        | The London Company's trains leave Birmingham for London in the morning at 7, past 8 $\frac{1}{2}$ , 10, & 12; in the afternoon, $\frac{1}{4}$ past 1, -3rd class only, 2 20 p.m. |  |
|---------------------------|---------------------------|-------|------|------|-----------|-----------|--------|--------|--------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                           | 1                         | 2     | 3    | 4    | 5<br>mail | 6<br>mail | GOODS. | 1 Cls. | 2 Cls. | 3 Cls. |                                                                                                                                                                                  |  |
| Depart from GLOUCESTER .. | 8 15                      | 11 15 | 1 0  | 4 0  | 7 15      | 9 0       | 5 30   |        |        |        |                                                                                                                                                                                  |  |
| 9 Cheltenham, arrival     | 8 35                      | 11 35 | 1 20 | 4 20 | 7 35      | 9 20      | 6 1    | 1 61   | 0 0    | 8      |                                                                                                                                                                                  |  |
| 14 Ashchurch, do ....     | 8 54                      | 11 54 | 1 38 | 4 39 | 7 51      | 9 36      | 6 25   | 3 62   | 6 1    | 6      |                                                                                                                                                                                  |  |
| 16 Tewksbury, branch      | 9 10                      | 12 9  | 2 15 | 4 55 | 8 6       | 9 51      | 6 40   | 3 62   | 6 1    | 6      |                                                                                                                                                                                  |  |
| 16 Bredon, arrival at     | 9 0                       | ..    | ..   | 4 45 | ..        | ..        | 6 36   | 4 03   | 0 1    | 6      |                                                                                                                                                                                  |  |
| 18 Eckington, do ....     | 9 9                       | ..    | 1 49 | 4 53 | ..        | ..        | 6 48   | 5 03   | 6 2    | 0      |                                                                                                                                                                                  |  |
| 20 Defford, do .....      | 9 15                      | 12 11 | 1 54 | 4 59 | ..        | ..        | 6 54   | 5 03   | 6 2    | 0      |                                                                                                                                                                                  |  |
| 27 Spetchley, do ....     | 9 38                      | 12 34 | 2 17 | 5 22 | 8 31      | 10 16     | 7 30   | 7 04   | 6 3    | 0      |                                                                                                                                                                                  |  |
| 31 Wor'ster, by coach     | 10 8                      | 1 42  | 4 7  | 5 52 | 9 10      | 10 46     | 8 15   | 7 65   | 0 3    | 6      |                                                                                                                                                                                  |  |
| 33 Droitwich, arrival     | 9 55                      | 12 51 | 2 34 | 5 38 | 8 48      | 10 33     | 7 56   | 8 65   | 6 3    | 6      |                                                                                                                                                                                  |  |
| 36 Stoke Works, do ..     | 10 1                      | ..    | 2 40 | 5 44 | ..        | ..        | 8 9    | 9 06   | 0 3    | 6      |                                                                                                                                                                                  |  |
| 38 Bromsgrove, do ....    | 10 10                     | 1 7   | 2 48 | 5 52 | 9 4       | 10 49     | 8 25   | 9 66   | 6 4    | 0      |                                                                                                                                                                                  |  |
| 41 Blackwell, do ....     | 10 28                     | ..    | ..   | 6 7  | ..        | ..        | 8 45   | 10 67  | 0 4    | 6      |                                                                                                                                                                                  |  |
| 47 Lifford, do .....      | 10 45                     | ..    | ..   | 6 23 | ..        | ..        | 9 10   | 12 08  | 0 5    | 0      |                                                                                                                                                                                  |  |
| 51 BIRMINGHAM..           | 11 7                      | 2 0   | 3 36 | 6 45 | 9 45      | 11 30     | 9 40   | 13 69  | 0 5    | 6      |                                                                                                                                                                                  |  |

## ONLY THE MAIL TRAINS RUN ON SUNDAYS.

\* From Cheltenham to Gloucester, 10 $\frac{1}{4}$  a.m. and 6 15 p.m.; from Gloucester to Cheltenham, 9 $\frac{1}{2}$  and 5 $\frac{1}{2}$  p.m.  
Coaches leave Gloucester for Bristol at 3 $\frac{1}{4}$ , and 6 morning (malls); at 12, 2 $\frac{1}{2}$ , 3 $\frac{1}{2}$ , and 5 $\frac{1}{2}$  afternoon; Bath direct 2 $\frac{1}{2}$  p.m.; for Taunton, Exeter, &c., at 3 $\frac{1}{4}$  and 6 morning; for Chepstow, Newport, Cardiff, and Swansea, every Tuesday, Thursday, and Saturday mornings at 9; for Ross, Monmouth, Ragland, Abergavenny, Brecon, Merthyr, Landilo, Landoverly, and Caermarthen, every morning at 4 $\frac{1}{2}$ .  
An extra goods train from Birmingham at 3 p.m., and from Gloucester at 4 $\frac{1}{2}$  p.m.



**Liverpool to Manchester**

First Class Second Class

3 15 a.m. by Parkside 7 0 a.m.

8 45 " " " 9 45 " "

11 0 " " " 11 45 " "

2 0 p.m. " " " 2 Mixed

Stop only at Newton

2 30 p.m.

4 45 p.m. " " " 5 30 " "

7 15 " " " 7 15 mix

Stop only at Newton &amp; Parkside

The 3 15 a.m. train from Liverpool starts from the Station, Edge Hill, to which place any passenger wishing to go by this train must proceed to take his place.

\* Except on Saturdays, when this train does not start till 3.

**On Sundays.**

First Class Second Class

3 15 a.m. by Parkside

8 0 " " " 7 0 a.m.

4 45 p.m. " " " 5 30 p.m.

7 15 " " " 7 15 mix

Stop only at Newton &amp; Parkside

**Manchester to Liverpool**

First Class Second Class

3 30 a.m. { Per Grand Junction

Train to Parkside

9 0 a.m. " " " 10 0 " "

11 15 " " " 11 45 " "

2 0 p.m. " " " 2 0 mix.

Stop only at Newton

5 0 p.m. " " " 5 23 &amp; 5 1/2 p.m.

7 15 " " " 7 15 mix.

Stop only at Newton &amp; Parkside

The 3 30 a.m. train from Liverpool starts from the Station, Edge Hill, to which place any passenger wishing to go by this train must proceed to take his place.

\* Except on Saturdays, when this train does not start till 3.

**On Sundays.**

First Class Second Class

3 30 a.m. { Per Grand Junction

Train to Parkside

8 0 " " " 7 0 a.m.

5 0 p.m. " " " 5 30 p.m.

7 15 " " " 7 15 mix.

Stop only at Newton &amp; Parkside

**Fares.**

By first class train, four inside, royal mail. 6s. 6d.

" ditto six inside, glass coach. 6s. 0d.

" second class train, glass coaches. 6s. 0d.

" ditto open carriages. 4s. 6d.

Horses: For one horse 14s.; two horses 20s.; three horses 24s.

**To Preston and Wigan.**

FROM LIVERPOOL.

3 15 a.m. by Parkside, First Class

8 45 " " " Mixed

11 0 " " " First Class

2 30 p.m. " " " 2nd Class

4 45 " " " Mixed

7 15 " " " First Class

FROM MANCHESTER.

3 1/2 a.m. { Per Grand Junc. } First

Tr. to Parkside } Class

9 0 a.m. " " " Mixed

11 15 " " " First Class

2 45 p.m. " " " 2nd Class

5 0 " " " Mixed

7 15 " " " First Class

**ON SUNDAYS.**

3 15 a.m. by Parkside, First Class

7 0 " " " Mixed

4 45 p.m. " " " Mixed

7 15 " " " First Class

3 1/2 a.m. { Per Grand Junc. } First

Tr. to Parkside } Class

7 0 a.m. " " " Mixed

5 0 p.m. " " " Mixed

7 15 " " " First Class

FARES fr. L.pool or Manchester to Preston, 1 cl. 7s. 6d.; 2nd cl. 5s.

Ditto " " " to Wigan, do. 5s. do. 3s. 6d.

**To Fleetwood and Poulton.**

FROM LIVERPOOL.

8 45 a.m. " " " Mixed

2 30 p.m. " " " Do.

FARES from L.pool or Manchester to Fleetwood, 12s. and 8s. 6d.

Ditto " " " ditto

FROM MANCHESTER.

9 0 a.m. " " " Mixed

2 45 p.m. " " " Do.

FARES from L.pool or Manchester to Fleetwood, 12s. and 8s. 6d.

Poulton, 11s. and 7s. 9d.

**To Lancaster.**

FROM LIVERPOOL.

3 15 a.m. by Parkside, First Class

8 45 a.m. " " " Mixed

11 0 " " " First Class

2 30 p.m. " " " 2nd Class

4 45 " " " Mixed

FROM MANCHESTER.

3 1/2 a.m. { Per Grand Junc. } First

Tr. to Parkside } Class

9 0 a.m. " " " Mixed

11 15 " " " First Class

2 45 p.m. " " " 2nd Class

5 0 " " " Mixed

FARES from Liverpool or Manchester, 13s. and 8s. 6d.

**To Bolton.**

FROM LIVERPOOL.

8 45 a.m. " " " First Class

11 45 " " " Do.

2 30 p.m. " " " 2nd Class

5 30 " " " Do.

FROM MANCHESTER.

9 0 a.m. " " " First Class

11 45 " " " Do.

2 45 p.m. " " " 2nd Class

5 30 " " " Do.

**ON SUNDAYS.**

7 0 a.m. " " " 2nd Class

5 30 p.m. " " " Do.

7 0 a.m. " " " 2nd Class

5 30 p.m. " " " Do.

FARES from Liverpool, inside 6s. 6d., outside 4s.; and from Manchester 2s. 6d. and 2s.

**To St. Helens.**

FROM LIVERPOOL.

7 0 a.m. " " " 2nd Class

9 45 " " " Do.

11 45 " " " Do.

2 30 p.m. " " " Do.

5 30 " " " Do.

FROM MANCHESTER.

7 30 a.m. " " " 2nd Class

10 0 " " " Do.

11 45 " " " Do.

2 45 p.m. " " " Do.

5 30 " " " Do.

**ON SUNDAYS.**

7 0 a.m. " " " 2nd Class

5 30 p.m. " " " Do.

7 0 a.m. " " " 2nd Class

5 30 p.m. " " " Do.

FARES from Liverpool, inside 3s., outside 2s. 6d.; and from Manchester 4s. and 3s.

**From St. Helens Station**

To Liverpool, 8 1/2, 10 1/2 a.m. 12 noon, 3 1/2, 5 1/2 p.m. Fares, 2s 6d—2s.

To Manchester, 7 1/2, 10 a.m. 12 noon, 2 1/2 &amp; 5 1/2 p.m. Fares, 4s—3s.

To Bolton, 7 1/2 a.m. 12 noon, and 2 1/2 &amp; 5 1/2 p.m. Fares, 4s 6d—3s 6d.

To Wigan, 7 1/2, 10 a.m., 2 1/2 and 5 1/2 p.m. Fares, 4s—3s.

To Preston, 7 1/2, 10 a.m. 2 1/2 and 5 1/2 p.m. Fare, 7s—5s 6d.

Fidler's Coach from St. Helens to Southport, meets the train which leaves Manchester every day at 11 1/2 a.m. (Sundays excepted) Fares, 10s. and 7s. e



## MANCHESTER AND LEEDS.

| Miles. | STATIONS.       | Manchester to Leeds. |       |       |       |       |       |      |      |       |       | Sundays. |       |       |       | Fares.                                                                                     |              |          |        |
|--------|-----------------|----------------------|-------|-------|-------|-------|-------|------|------|-------|-------|----------|-------|-------|-------|--------------------------------------------------------------------------------------------|--------------|----------|--------|
|        |                 | 1                    | 2     | 3     | 4     | 5     | 6     | 7    | 8    | 9     | 10    | 11       | 12    | 13    | 14    | Passengers, &c. may be booked through, at the Manchester station, to the following places: |              |          |        |
|        | Depart from     | a.m.                 | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m.  | p.m.  | a.m.     | a.m.  | p.m.  | p.m.  | 1 class.                                                                                   | 2 class.     | 3 class. |        |
|        | MANCHESTER      | 7 6                  | 9 0   | 10 0  | 10 59 | 12 0  | 12 30 | 1 45 | 7 0  | 10 0  | 8 0   | 10 59    | 6 30  | 10 0  |       | £ s. d.                                                                                    | £ s. d.      | £ s. d.  |        |
| 6      | MILLS HILL      | 7 26                 | 9 20  | 10 26 | 11 19 | 12 46 | 3 46  | 5 7  | 7 26 | 10 20 | 8 26  | 11 19    | 6 56  | 10 20 |       | London, day                                                                                | 2 16 0       | 1 19 0   |        |
| 9      | Blue Pits       | 7 30                 | ..    | 10 38 | ..    | 1 58  | 3 58  | 5 15 | 7 38 | ..    | 8 38  | ..       | 7 8   | ..    |       | „ by night                                                                                 | 2 18 6       | 2 2 6    |        |
| 11     | ROCHDALE        | 7 37                 | 9 34  | 10 48 | 11 34 | 2 8   | 4 8   | 5 22 | 7 48 | 10 34 | 8 48  | 11 34    | 7 18  | 10 34 |       | Nottingham                                                                                 | 1 5 0        | 0 18 0   |        |
| 14     | Littleborough.. | 7 45                 | ..    | 10 56 | 11 40 | 2 16  | 4 16  | ..   | 7 58 | 10 40 | 8 56  | 11 40    | 7 26  | 10 40 |       | Leicester ..                                                                               | 1 9 0        | 1 1 0    |        |
| 20     | TODMORDN.       | 8 6                  | 9 54  | 11 12 | 11 54 | 2 32  | 4 32  | 5 42 | 8 18 | 10 54 | 9 18  | 11 54    | 7 43  | 10 54 |       | Derby ....                                                                                 | 1 2 0        | 0 16 0   |        |
| 21     | Eastwood        | ..                   | ..    | 11 16 | ..    | 2 36  | 4 36  | ..   | 8 17 | ..    | 9 17  | ..       | 7 47  | ..    |       | Chesterfield                                                                               | 0 16 0       | 0 12 0   |        |
| 24     | Hebden Bridge   | 8 16                 | 10 11 | 11 28 | 12 7  | 2 48  | 4 48  | 5 55 | 8 33 | ..    | 9 33  | 12 7     | 8 3   | ..    |       | Barnsley ..                                                                                | 0 12 6       | 0 8 6    |        |
| 26     | Luddenden foot  | 8 22                 | ..    | 11 34 | ..    | 2 54  | 4 54  | ..   | 8 39 | ..    | 9 39  | ..       | 8 9   | ..    |       | Swinton ..                                                                                 | 0 12 6       | 0 8 6    |        |
| 28     | Sowerby Bridge  | 6 20                 | 8 36  | 10 20 | 11 42 | 12 20 | 3 25  | 2 6  | 8 47 | 11 20 | 9 47  | 12 20    | 8 17  | 11 20 |       | Masbro' ..                                                                                 | 0 12 6       | 0 8 6    |        |
| 31     | ELLAND          | 6 26                 | 8 39  | 10 29 | 11 51 | 12 28 | 3 15  | 1 16 | 8 57 | ..    | 9 57  | 12 28    | 8 27  | ..    |       | York .....                                                                                 | 1 0 0        | 0 13 0   |        |
| 34     | BRIGHOUSE       | 6 36                 | 8 48  | 10 37 | 11 59 | 12 36 | 3 19  | 1 9  | 5 11 | 36    | 10 5  | 12 36    | 8 35  | 11 36 |       | Selby .....                                                                                | 0 18 0       | 0 12 0   |        |
| 36     | COOPER Bdg.     | 6 44                 | 8 54  | 10 45 | 12 7  | 12 45 | 3 27  | 5 27 | 6 39 | 13    | 11 45 | 10 13    | 12 45 | 8 43  | 11 45 |                                                                                            | Sheffield .. | 0 12 6   | 0 8 6  |
| 41     | Dewsbury        | 7 09                 | 4 10  | 55    | 12 17 | 12 55 | 3 37  | 5 37 | 6 40 | 9 25  | ..    | 10 25    | 12 55 | 8 55  | ..    |                                                                                            | Hull .....   | 1 3 0    | 0 15 6 |
| 44     | Horsbury        | 7 89                 | 12 .. | ..    | 12 27 | ..    | 3 47  | 5 50 | ..   | 9 36  | ..    | 10 36    | ..    | 9 6   | ..    |                                                                                            | Bradford ..  | 0 9 6    | 0 7 6  |
| 48     | WAKEFIELD       | 7 18                 | 9 22  | 11 8  | 12 39 | 1 8   | 3 59  | 2 6  | 5 39 | 9 50  | 12 8  | 10 50    | 1 8   | 9 20  | 12 8  |                                                                                            | Burnley ..   | 0 6 0    | 0 5 0  |
| 51     | NORMANTON.      | 7 30                 | 9 45  | 11 25 | 12 55 | 1 24  | 4 15  | 2 6  | 20 7 | 10 8  | 12 25 | 11 8     | 1 24  | 9 38  | 12 25 |                                                                                            |              |          |        |
| 60     | LEEDS, arrival  | 7 55                 | 10 16 | 11 47 | 1 15  | 1 44  | 4 35  | 6 45 | 7 30 | 10 30 | 12 47 | 11 36    | 1 44  | 10 0  | 12 47 |                                                                                            |              |          |        |

Passengers may also be booked through from every station.

**Fares.**—From Manchester to Leeds, first class, 3d. per mile; second class, 2d. Gentlemen's 4-wheeled carriages, 6d. per mile. Parties riding in their own carriage, 2d. per mile; Servants riding outside, and children, waggon fare. A single horse, 2-wheeled carriage, or pony phaeton, 4yd. per mile. Any larger number of Horses, if one property, 3d. per mile each.

The Manchester 7 a.m. is the only one by which passengers can go to London in waggon.

Passengers for London, Leicester, Leeds, Nottingham, Derby, Chesterfield, Sheffield, Huddersfield, and Bradford, may be booked at the Company's office, Market-st. corner of Brown-street, and conveyed to the station, by omnibus, free of expense. Passengers may be booked through to Liverpool at any of the stations mentioned above.

Lockwood's coach meets the 7 a.m. train at Wakefield for Doncaster; to which place passengers may be booked through at Manchester, in second class carriage and outside road coach, for 9s.

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull & Darlington. No. 2 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle.

No. 4 meets trains at Normanton, for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester, London, Lincoln, Newark, Worksop, Retford, and Gainsborough.

No. 5 (Mail) meets trains at Normanton for York, Selby, Hull, Darlington, and Newcastle.

No. 6 meets trains at Normanton for Sheffield, Barnsley, Leicester, & Derby.—No. 7 meets trns. at Normanton for York, Selby, & Hull.

No. 8 meets the London Mail at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Leicester, and London.

No. 10, Mail.—No. 12 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, York, Selby, and Hull.—No. 14, Mail.

Very superior accommodation is afforded at the Normanton Hotel, for those Passengers or Families wishing to go to London, York, Hull, Newcastle, &c. by the earliest trains. The 9th and 10th trains from Manchester, by remaining all night at Normanton, are peculiarly adapted for this purpose.

No. 4 meets a coach at Eckington sta., (North Midland line,) for Boston, Sleaford, Lincoln, Newark, Worksop, Retford & Gainsboro'.



| Miles. | STATIONS        | Leeds to Manchester. |      |       |       |       |      |      |       |      | Sundays. |       |       |      | Fares, &c. |  |  |  |
|--------|-----------------|----------------------|------|-------|-------|-------|------|------|-------|------|----------|-------|-------|------|------------|--|--|--|
|        |                 | 1                    | 2    | 3     | 4     | 5     | 6    | 7    | 8     | 9    | 10       | 11    | 12    | 13   |            |  |  |  |
|        | Depart from     | a.m.                 | a.m. | a.m.  | a.m.  | a.m.  | a.m. | p.m. | p.m.  | p.m. | a.m.     | a.m.  | p.m.  | p.m. |            |  |  |  |
|        | LEEDS.....      | 5 40                 | 7 40 | 9 0   | 10 16 | 1 20  | 3 45 | 6 0  | 7 15  | 8 0  | 10 16    | 6 0   | 7 15  | 8 0  |            |  |  |  |
| 9      | NORMANTON       | 6 0                  | 8 0  | 9 20  | 10 41 | 1 50  | 4 10 | 6 20 | 7 40  | 8 26 | 10 41    | 6 26  | 7 40  | 8 26 |            |  |  |  |
| 13     | WAKEFIELD..     | 6 8                  | 8 16 | 9 40  | 10 56 | 2 6   | 4 20 | 6 32 | 7 55  | 8 44 | 10 56    | 6 44  | 7 55  | 8 44 |            |  |  |  |
| 17     | Horbury.....    |                      | 8 30 |       |       | 2 21  |      | 6 44 |       | 8 59 |          | 6 59  |       | 8 59 |            |  |  |  |
| 20     | Dewsbury.....   | 6 25                 | 8 42 | 9 54  | 11 10 | 2 33  | 4 41 | 6 54 | 8 9   | 9 11 | 11 10    | 7 11  | 8 9   | 9 11 |            |  |  |  |
| 24     | COOPER Bdge.    | 6 40                 | 8 56 | 10 3  | 11 19 | 2 48  | 4 50 | 7 6  | 8 18  | 9 26 | 11 10    | 7 26  | 8 18  | 9 26 |            |  |  |  |
| 26     | BRIGHOUSE..     | 6 50                 | 7 40 | 9 10  | 10 15 | 1 31  | 3 05 | 5 07 | 6 18  | 30   | 9 38     | 11 31 | 7 38  | 8 30 |            |  |  |  |
| 29     | ELLAND.....     | 7 0                  | 7 49 | 9 17  | 10 20 | 11 41 | 3 10 | 5 10 | 7 24  | 8 35 | 9 47     | 11 41 | 7 47  | 8 35 |            |  |  |  |
| 32     | Sowerby Bridge  | 7 9                  | 7 59 | 9 27  | 10 28 | 11 46 | 3 21 | 5 20 | 7 32  | 8 45 | 9 57     | 11 46 | 7 57  | 8 45 |            |  |  |  |
| 34     | Luddenden Foot  |                      | 8 6  | 9 34  |       |       | 3 20 |      | 7 38  |      | 10 4     |       | 8 4   |      |            |  |  |  |
| 37     | Hebden Bridge.. | 7 18                 | 8 14 | 9 42  |       | 12 13 | 4 0  |      | 7 46  | 8 59 | 10 12    | 12 18 | 8 59  |      |            |  |  |  |
| 40     | Eastwood.....   |                      | 8 28 | 9 56  |       |       | 3 50 |      |       |      | 10 26    |       | 8 26  |      |            |  |  |  |
| 41     | TODMORDEN       | 7 38                 | 8 34 | 10 2  | 10 58 | 12 16 | 4 05 | 5 50 | 8 29  | 15   | 10 32    | 12 16 | 8 32  | 9 15 |            |  |  |  |
| 47     | Littleborough.. | 7 54                 | 8 50 |       |       | 12 30 | 4 20 | 6 4  |       | 9 29 | 10 48    | 12 30 | 8 48  | 9 29 |            |  |  |  |
| 50     | ROCHDALE..      | 8 39                 | 0 10 | 22 11 | 20 12 | 38 4  | 32 6 | 12 8 | 19 9  | 37   | 10 58    | 12 38 | 8 58  | 9 37 |            |  |  |  |
| 62     | Blue Pits.....  | 8 10                 | 9 8  |       |       |       | 4 40 | 6 20 |       |      | 11 6     |       | 9 6   |      |            |  |  |  |
| 55     | MILLS HILL..    | 8 18                 | 9 17 |       | 11 32 | 12 50 | 4 48 |      | 8 33  |      | 11 16    | 12 50 | 9 16  | 9 49 |            |  |  |  |
| 60     | MANCHESTER      | 8 30                 | 9 30 | 10 50 | 11 45 | 1 15  | 0 6  | 35 8 | 45 10 | 0    | 11 30    | 1 19  | 30 10 | 0    |            |  |  |  |

### OLDHAM BRANCH.—From Manchester at 8 20, 9 40, and 11 a.m. 12 40, 2 30, 3 40, 5, 6 45, 8 30 p.m.

From Oldham at 7 40, 9, 10 20, 11 40 a.m. 1 20, 3 20, 4 20, 5 40, 7 0 p.m.

### On Sundays, from Manchester at 9 0, and 11 10, a.m., 2 and 8½ p.m. From Oldham at 8½ and 10 20 a.m., 1½ and 6½ p.m.

FARES from Oldham to Manchester, Heywood, Rochdale. First class carriages, 1s. 6d.; second, 1s.; and wagon, 6d.

There is a daily Train from Rochdale to Manchester at 2 30 p.m.; also a train from Brighouse to Manchester at 7 a.m. on Sundays.

Passengers proceeding South by the 10 59 a.m. Mail train on Sundays, will have to wait four hours at Normanton.

Passengers wishing to come from London by the 6 and 9½ a.m. and 9 p.m. trains, *via* Derby to Manchester, or to any station on the Manchester and Leeds Railway, must book for Derby.

Parcels can be forwarded to all parts of the kingdom, from Market-street, corner of Brown-st, Manchester; Albion Hotel, Oldham; Reed Hotel, Rochdale; the Company's Office, Halifax; the Railway Office, Bradford; Swan Railway Office, Huddersfield; Royal Hotel, Dewsbury; Bennett's Office, Wakefield; and from all the stations of the Manchester and Leeds Railway Company.

No. 1 meets Mail train from London, Birmingham, Gloucester, Derby, Chesterfield, and Sheffield; also for Liverpool, Bolton, Preston, and Lancaster.

No. 3 meets trains for Liverpool, Bolton, and Lancaster.

No. 4 meets trains at Normanton from Sheffield, York, and Hull; also for Liverpool and Bolton.

No. 5 (Mail) meets trains at Normanton from York, Darlington and Hull; also for Liverpool, Bolton, Preston, and Lancaster.

No. 6 meets trains at Normanton from Nottingham, Birmingham, Leicester, Derby, Chesterfield, Sheffield, Hull, Selby, York, and Darlington; also for Liverpool, Bolton, and Preston.

No. 7 meets trains at Normanton from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, and Darlington.

No. 8 meets trains at Normanton from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, and Sheffield.

No. 9 (Mail) meets trs. at Normanton from Derby, Chesterfield, Sheffield, York, Selby, Darlington, and Hull.

No. 10 meets trains from York. No. 11 (Mail) meets trains at Normanton from Derby, Chesterfield, Sheffield, York, and Hull.

No. 12 meets trains at Normanton from London, Leicester, Derby, Chesterfield, and Sheffield.

No. 13 (Mail) meets trains at Normanton from Hull, York, Darlington, and Edinburgh.



| SUNDAYS.        |       |               |                |                 |               |                 |                |                 |                |                | SUNDAYS.      |       |                  |                |               |                |               |                 |                |                 |                |
|-----------------|-------|---------------|----------------|-----------------|---------------|-----------------|----------------|-----------------|----------------|----------------|---------------|-------|------------------|----------------|---------------|----------------|---------------|-----------------|----------------|-----------------|----------------|
| DOWN<br>TRAINS. |       | 1, 2,<br>3Cls | 1 & 2<br>Class | 1 & 2,<br>Class | 1, 2,<br>3Cls | 1 & 2,<br>Class | 1 & 2,<br>3Cls | 1 & 2,<br>Class | 1 & 2,<br>3Cls | 1 & 2<br>Class | UP<br>TRAINS. |       | 1, 2, 3<br>Class | 1, 2,<br>Class | 1, 2,<br>3Cls | 1, 2,<br>Class | 1, 2,<br>3Cls | 1 & 2,<br>Class | 1 & 2,<br>3Cls | 1 & 2,<br>Class | 1 & 2,<br>3Cls |
| Depart from     | a.m.  | a.m.          | a.m.           | a.m.            | p.m.          | Mail<br>p.m.    | a.m.           | a.m.            | p.m.           | Mail<br>p.m.   | Depart from   | a.m.  | a.m.             | a.m.           | p.m.          | Mail<br>p.m.   | a.m.          | a.m.            | p.m.           | Mail<br>p.m.    |                |
| London          | 6 0   | 9 15          | 10 5           | 0               | 9 0           | 8 0             | 8 0            | 9 0             |                |                | Manchester    | 7 0   | 10 0             | 4 45           | 5 0           | 4 45           | 5 0           | 4 45            | 5 0            | 4 45            | 5 0            |
| Birmingham      | 8 30  | 11 15         | 6 0            |                 |               |                 |                |                 |                |                | Hull          | 6 15  | 10 40            | 4 55           | 5 0           | 4 55           | 5 0           | 4 55            | 5 0            | 4 55            | 5 0            |
| Coventry        | 9 12  | 2 4           | 6 45           |                 |               |                 |                |                 |                |                | Darlington    | 6 15  | 10 45            | 3 30           | 3 30          | 3 30           | 3 30          | 3 30            | 3 30           | 3 30            | 3 30           |
| Rugby           | 6 45  | 9 45          | 12 20          | 2 50            | 8 40          | 12 20           | 7 30           | 12 15           | 6 0            | 12 20          | York          | 8 45  | 12 0             | 6 19           | 6 45          | 6 19           | 6 45          | 6 19            | 6 45           | 6 19            | 6 45           |
| Ullesthorpe     | 7 50  | 10 0          | 1 10           | 3 0             | 9 0           | 12 40           | 7 50           | 12 35           | 20             | 12 40          | Leeds         | 6 0   | 9 30             | 1 0            | 7 9           | 7 30           | 7 30          | 7 30            | 7 30           | 7 30            | 7 30           |
| Broughton       | 7 15  | 10 8          | 3 18           | 3 30            |               |                 | 8 0            | 6 30            |                |                | Sheffield     | 7 30  | 10 45            | 1 50           | 8 12          | 8 45           | 8 45          | 8 45            | 8 45           | 8 45            | 8 12           |
| Wigston         | 7 25  | 10 20         | 3 30           | 3 30            |               |                 | 8 12           | 6 42            |                |                | Derby         | 8 15  | 10 30            | 1 15           | 4 40          | 7 30           | 10 40         | 6 45            | 12 15          | 7 0             | 10 40          |
| Leicester       | 7 45  | 10 40         | 1 45           | 3 50            | 9 30          | 1 10            | 8 30           | 1 10            | 7 0            | 1 10           | Borrowash     | 8 25  |                  | 7 40           | 6 56          | 7 10           | 7 10          | 7 10            | 7 10           | 7 10            | 7 10           |
| Syston          | 7 58  | 10 55         | 2 0            | 4 5             | 9 40          | 1 25            | 8 45           | 1 25            | 15             | 1 25           | Sawley        | 8 35  |                  | 7 50           | 7 5           | 7 20           | 7 20          | 7 20            | 7 20           | 7 20            | 7 20           |
| Sileby          | 8 6   | 11 4          | 4 15           | 5 10            |               |                 | 8 54           | 7 24            |                |                | Nottingham    | 8 15  | 10 30            | 1 15           | 4 40          | 7 30           | 9 0           | 6 45            | 12 15          | 7 0             | 9 0            |
| Barrow          | 8 13  | 11 12         | 4 25           | 5 10            |               |                 | 9 2            | 7 32            |                |                | Beeston       | 8 25  |                  | 7 40           | 6 51          | 7 10           | 7 10          | 7 10            | 7 10           | 7 10            | 7 10           |
| Loughboro'      | 8 20  | 11 20         | 2 18           | 4 35            | 10 0          | 1 45            | 9 10           | 1 45            | 40             | 1 45           | Long Eaton    | 8 35  |                  | 7 50           | 7 0           | 7 20           | 7 20          | 7 20            | 7 20           | 7 20            | 7 20           |
| Kegworth        | 8 32  | 11 32         | 2 30           | 4 50            | 10 12         | 1 59            | 9 22           | 2 0             | 52             |                | Kegworth      | 8 50  | 11 0             | 1 48           | 5 13          | 8 5            | 7 25          | 12 45           | 7 35           |                 |                |
| Long-Eaton      | 8 58  | 11 55         | 5 10           | 5 10            |               |                 | 9 45           | 8 15            |                |                | Loughbro'     | 9 2   | 11 10            | 2 0            | 5 25          | 8 17           | 11 20         | 7 39            | 1 0            | 47              | 11 20          |
| Beeston         | 9 7   | 12 3          | 5 20           |                 |               |                 | 9 53           | 8 23            |                |                | Barrow        | 9 13  |                  | 8 28           | 7 49          | 7 58           | 7 58          | 7 58            | 7 58           | 7 58            | 7 58           |
| Arrive at       |       |               |                |                 |               |                 |                |                 |                |                | Sileby        | 9 20  | 11 20            | 8 35           | 7 55          | 8 9            | 8 9           | 8 9             | 8 9            | 8 9             | 8 9            |
| Nottingham      | 9 15  | 12 10         | 3 15           | 5 30            | 10 50         | 4 10            | 10 0           | 2 30            | 8 30           | 4 10           | Syston        | 9 30  | 11 30            | 2 20           | 5 45          | 8 45           | 11 45         | 8 5             | 1 20           | 15              | 11 45          |
| Sawley          | 11 50 | 5 10          |                |                 |               |                 | 9 40           | 8 10            |                |                | Leicester     | 9 50  | 11 50            | 2 40           | 6 0           | 9 12           | 8 30          | 1 40            | 8 30           | 12 0            |                |
| Borrowash       | 12 0  | 5 20          |                |                 |               |                 | 9 50           | 8 20            |                |                | Wigston       | 10 0  |                  | 9 10           | 8 40          | 8 40           | 8 40          | 8 40            | 8 40           | 8 40            | 8 40           |
| Derby           | 9 0   | 12 10         | 3 15           | 5 30            | 10 50         | 2 49            | 10 0           | 2 30            | 8 30           | 2 49           | Broughton     | 10 15 |                  | 9 25           | 8 58          | 8 58           | 8 58          | 8 58            | 8 58           | 8 58            | 8 58           |
| Sheffield       | 11 45 | 2 45          | 5 0            | 8 15            |               | 5 0             |                | 5 30            |                | 5 0            | Ullesthorpe   | 10 30 | 12 15            | 3 15           | 6 30          | 9 40           | 12 30         | 9 10            | 2 10           | 9 10            | 12 30          |
| Leeds           | 1 15  | 4 0           | 7 0            | 9 45            |               | 6 19            |                | 7 15            |                | 6 19           | Arrival at    |       |                  |                |               |                |               |                 |                |                 |                |
| York            | 2 0   | 4 45          | 7 45           |                 |               | 6 40            |                | 7 30            |                | 6 40           | Rugby         | 11 0  | 12 50            | 3 40           | 7 0           | 10 0           | 12 50         | 9 30            | 2 30           | 9 30            | 12 50          |
| Darlington      | 5 15  | 7 0           |                |                 |               | 9 25            |                |                 |                | 9 20           | Coventry      | 12 35 | 1 34             | 6 26           | 9 12          | 27             |               |                 |                |                 |                |
| Hull            | 3 45  | 6 45          | 9 40           |                 |               | 8 36            |                | 8 50            |                | 8 36           | Birmingham    | 1 45  | 2 30             | 7 45           | 10 15         | 1 30           |               |                 |                |                 |                |
| Manchester      | 5 0   | 6 20          | 8 5            |                 |               | 8 40            |                | 9 30            |                |                | London        | 3 15  | 6 0              | 7 45           | 11 15         |                | 5 0           | 1 30            | 7 30           |                 | 5 0            |

N.B. The Mail Trains and the 9 15 a.m. Down and 7 a.m. Up Trains call only at Tring, Wolverton, Blisworth and Weedon, between Rugby and London.

[illegible]

Nos. 3 and 4 from Derby meet trains from Darlington, York, Leeds, Barnsley, Sheffield, Manchester, &c. Nos. 1, 2 and 3 from Derby meet coaches at Nottingham for Newark and Lincoln: also No. 4 meets a coach to Lincoln. No. 3 from Derby meets a coach for Ollerton, Retford, Gainsbro' and Doncaster.



# NORTH MIDLAND

| DOWN TRAINS.          |       | Derby to Leeds. |      |       |       |      |      |      |       | Sundays. |      |      | Fares.        |  |  |  |
|-----------------------|-------|-----------------|------|-------|-------|------|------|------|-------|----------|------|------|---------------|--|--|--|
| STATIONS.             |       | 1               | 2    | 3     | 4     | 5    | 6    | 7    | 8     | 9        | 10   | 11   | FROM DERBY TO |  |  |  |
| Departure from        |       | mail.           |      |       |       |      |      |      |       | mail     |      |      |               |  |  |  |
|                       |       | p.m.            | a.m. | a.m.  | a.m.  | a.m. | a.m. | a.m. | a.m.  | p.m.     | a.m. | a.m. |               |  |  |  |
| LONDON .....          | 9 0   | ..              | ..   | ..    | 6 0   | 9 15 | ..   | 11 0 | 9 0   | ..       | 8 0  | ..   |               |  |  |  |
| BIRMINGHAM ..         | 12 40 | ..              | ..   | 7 0   | 10 30 | 1 15 | ..   | 3 45 | 12 40 | ..       | ..   | ..   |               |  |  |  |
| DERBY .....           | 3 19  | ..              | 6 15 | 9 30  | 12 45 | 3 45 | 4 0  | 6 0  | 3 19  | 7 0      | 3 0  | ..   |               |  |  |  |
| Duffield, Arrival...  | ..    | ..              | 6 39 | ..    | ..    | ..   | 4 14 | ..   | ..    | 7 14     | 3 14 | ..   |               |  |  |  |
| Belper .....          | ..    | ..              | 6 48 | 9 49  | ..    | ..   | 4 22 | 6 19 | ..    | 7 22     | 3 22 | ..   |               |  |  |  |
| Amber Gate .....      | ..    | ..              | 7 3  | 9 59  | 1 11  | ..   | 4 32 | 6 29 | ..    | 7 32     | 3 32 | ..   |               |  |  |  |
| Wingfield .....       | ..    | ..              | 7 18 | 10 10 | ..    | ..   | 4 43 | 6 40 | ..    | 7 43     | 3 43 | ..   |               |  |  |  |
| Stretton .....        | ..    | ..              | 7 25 | ..    | ..    | ..   | 4 54 | ..   | ..    | 7 54     | 3 54 | ..   |               |  |  |  |
| Clay Cross .....      | ..    | ..              | 7 45 | ..    | ..    | ..   | 5 1  | ..   | ..    | 8 1      | 4 1  | ..   |               |  |  |  |
| CHESTERFIELD ..       | 4 12  | ..              | 7 57 | 10 33 | 1 40  | 4 37 | 5 11 | 7 3  | 4 12  | 8 11     | 4 11 | ..   |               |  |  |  |
| Staveley .....        | ..    | ..              | 8 10 | ..    | ..    | ..   | 5 22 | ..   | ..    | 8 22     | 4 22 | ..   |               |  |  |  |
| Eckington .....       | ..    | ..              | 8 19 | 10 48 | 1 55  | ..   | 5 29 | 7 18 | ..    | 8 29     | 4 29 | ..   |               |  |  |  |
| Killamarsh .....      | ..    | ..              | 8 27 | ..    | ..    | ..   | 5 35 | ..   | ..    | 8 35     | 4 35 | ..   |               |  |  |  |
| Beighton .....        | ..    | ..              | 8 34 | 10 57 | ..    | ..   | 5 41 | ..   | ..    | 8 41     | 4 41 | ..   |               |  |  |  |
| Woodhouse Mill ..     | ..    | ..              | 8 41 | ..    | ..    | ..   | 5 47 | 7 33 | ..    | 8 47     | 4 47 | ..   |               |  |  |  |
| Treeton .....         | ..    | ..              | 8 48 | ..    | ..    | ..   | 5 53 | ..   | ..    | 8 53     | 4 53 | ..   |               |  |  |  |
| MASBRO' .....         | 4 43  | 8 39            | 0 11 | 14    | 2 12  | 5 10 | 6 3  | 7 44 | 4 43  | 9 3      | 5 3  | ..   |               |  |  |  |
| SHEFFIELD .....       | 5 0   | ..              | 9 30 | 11 45 | 2 45  | 5 30 | 6 30 | 8 15 | 5 0   | 9 45     | 5 30 | ..   |               |  |  |  |
| Departure .....       | ..    | 7 35            | ..   | 10 45 | 2 0   | 4 50 | 5 30 | 7 15 | ..    | 8 45     | 4 45 | ..   |               |  |  |  |
| Kilnhurst .....       | ..    | 8 19            | ..   | ..    | ..    | ..   | 6 19 | ..   | ..    | 9 19     | 5 19 | ..   |               |  |  |  |
| Swinton .....         | ..    | 8 25            | ..   | 11 33 | ..    | 5 29 | 6 25 | 8 3  | ..    | 9 25     | 5 25 | ..   |               |  |  |  |
| Wath .....            | ..    | 8 32            | ..   | ..    | ..    | ..   | 6 32 | ..   | ..    | 9 32     | 5 32 | ..   |               |  |  |  |
| Darfield .....        | ..    | 8 40            | ..   | 11 45 | ..    | ..   | 6 40 | 8 15 | ..    | 9 40     | 5 40 | ..   |               |  |  |  |
| BARNSELY .....        | 5 16  | 8 51            | ..   | 11 56 | 2 48  | 5 48 | 6 51 | 8 26 | 5 16  | 9 51     | 5 51 | ..   |               |  |  |  |
| Royston and Notton .. | ..    | 9 2             | ..   | ..    | ..    | ..   | 7 2  | ..   | ..    | 10 2     | 6 2  | ..   |               |  |  |  |
| OAKENSHAW .....       | 5 35  | 9 12            | ..   | 12 15 | ..    | ..   | 7 12 | 8 45 | 5 35  | 10 12    | 6 12 | ..   |               |  |  |  |
| NORMANTON .....       | 5 44  | 9 23            | ..   | 12 26 | 3 14  | 6 14 | 7 23 | 8 56 | 5 44  | 10 23    | 6 23 | ..   |               |  |  |  |
| Methley .....         | ..    | 9 42            | ..   | ..    | ..    | ..   | 7 42 | ..   | ..    | 10 42    | 6 42 | ..   |               |  |  |  |
| *WOODELSFORD .....    | ..    | 9 48            | ..   | 12 48 | ..    | ..   | 7 48 | 9 18 | ..    | 10 48    | 6 48 | ..   |               |  |  |  |
| LEEDS .....           | 6 19  | 10 15           | ..   | 1 15  | 4 0   | 7 0  | 8 15 | 9 45 | 6 19  | 11 15    | 7 15 | ..   |               |  |  |  |
| MANCHESTER ..         | 8 30  | 11 45           | ..   | 5 0   | 6 35  | 8 45 | 10 0 | ..   | ..    | 1 1      | 9 30 | ..   |               |  |  |  |
| YORK .....            | 6 40  | 11 0            | ..   | 2 0   | 4 45  | 7 45 | ..   | ..   | 6 40  | 12 0     | 8 0  | ..   |               |  |  |  |
| HULL .....            | 8 36  | 12 30           | ..   | 3 50  | 5 45  | 9 10 | ..   | ..   | 8 36  | 3 45     | 9 0  | ..   |               |  |  |  |
| DARLINGTON ..         | 9 20  | 1 45            | ..   | 5 15  | 7 0   | ..   | ..   | ..   | 9 20  | ..       | ..   | ..   |               |  |  |  |

COACHES.—Swinton station:—Conveyances from and to Doncaster meet Nos. 2, 3, & 5 Up, and 3, 5 and 6 Down trains.

Leeds sta.—Coaches fr. and to Harrogate, Bradford, Otley, Knaresbro', Ripon, Bingley, Keighley, Skipton, Settle, Kirby Lonsdale, etc. meet the various trns.

The 'Sliding Scale' leaves Masbro' station every day (except Sundays) at half-past two o'clock, through Retford, Gainsbro', and Lincoln, to Boston the same night, meeting coaches at Boston for Wisbech, Lynn, Norwich, Yarmouth, and the whole of Norfolk, and returns from Boston at half-past seven o'clock every morning by the same route to Masbro' by five o'clock, meeting trains for Manchester, Leeds, York, and Hull, also trains to Derby, Birmingham, and London. On Sundays the 'Sliding Scale' leaves Masbro' at half-past nine o'clock, a.m., meeting a coach at Retford, for Newark, Stamford, and Grantham, and returning to Masbro' the same time as on week days.



| Dis-<br>tance. | UP TRAINS.          |  | Leeds to Derby. |       |       |       |       |       | Sundays. |      | Fares. |                  |  |              |              |              |
|----------------|---------------------|--|-----------------|-------|-------|-------|-------|-------|----------|------|--------|------------------|--|--------------|--------------|--------------|
|                | STATIONS.           |  | 1               | 2     | 3     | 4     | 5     | 6     | 7        | 8    | 9      | LEEDS TO         |  | 1st<br>Class | 2nd<br>Class | 3rd<br>Class |
|                | Departure from      |  | a.m.            | a.m.  | a.m.  | a.m.  | p.m.  | mail. | a.m.     | p.m. | mail.  |                  |  | s.           | d.           | s.           |
|                | DARLINGTON ..       |  | ..              | ..    | 6 15  | 9 15  | 12 15 | 3 30  | ..       | ..   | 3 30   | Manchester.....  |  | 15           | 0            | 7            |
|                | HULL .....          |  | ..              | ..    | 6 15  | 10 40 | 1 30  | 4 55  | ..       | ..   | 4 55   | York .....       |  | 6            | 0            | 3            |
|                | YORK .....          |  | ..              | ..    | 8 45  | 12 0  | 3 0   | 6 19  | 6 45     | ..   | 6 19   | Hull .....       |  | 10           | 0            | 5            |
|                | MANCHESTER ..       |  | ..              | ..    | 7 0   | 10 0  | 1 10  | 4 45  | ..       | ..   | ..     | Sheffield .....  |  | 9            | 6            | 4            |
| Mls.           | LEEDS .....         |  | 6 0             | 7 30  | 9 30  | 1 0   | 4 0   | 7 9   | 7 30     | 5 0  | 7 9    | Derby .....      |  | 18           | 0            | 9            |
| 4½             | Woodlesford Arrival |  | 6 12            | 7 42  | ..    | ..    | 4 12  | ..    | 7 42     | 5 12 | ..     | Nottingham ..... |  | 21           | 6            | 10           |
| 6½             | Methley .....       |  | 6 18            | ..    | ..    | ..    | 4 18  | ..    | 7 48     | 5 18 | ..     | Leicester .....  |  | 24           | 0            | 12           |
| 9½             | *NORMANTON ..       |  | 6 31            | 7 58  | 9 55  | 1 25  | 4 31  | 7 29  | 8 1      | 5 31 | 7 29   | Rugby .....      |  | 30           | 0            | 13           |
| 12½            | OAKENSHAW ..        |  | 6 49            | 8 16  | 10 13 | ..    | 4 49  | 7 36  | 8 19     | 5 49 | 7 36   | Birmingham ..... |  | 28           | 0            | 14           |
| 16½            | Royston and Notton  |  | 7 1             | ..    | ..    | ..    | 5 1   | ..    | 8 31     | 6 1  | ..     | Hampton.....     |  | 25           | 0            | 13           |
| 19½            | BARNESLEY .....     |  | 7 9             | 8 34  | 10 30 | 1 57  | 5 9   | 7 57  | 8 39     | 6 9  | 7 57   | London.....      |  | 52           | 0            | 24           |
| 23½            | Darfield .....      |  | 7 19            | 8 44  | ..    | ..    | 5 19  | ..    | 8 49     | 6 19 | ..     |                  |  |              |              |              |
| 25½            | Wath .....          |  | 7 26            | ..    | ..    | ..    | 5 26  | ..    | 8 56     | 6 26 | ..     |                  |  |              |              |              |
| 27½            | Swinton .....       |  | 7 33            | 8 55  | 10 46 | ..    | 5 33  | ..    | 9 1      | 6 33 | ..     |                  |  |              |              |              |
| 29             | Kilnhurst .....     |  | 7 39            | ..    | ..    | ..    | 5 39  | ..    | 9 7      | 6 39 | ..     |                  |  |              |              |              |
| 32½            | MASBRO' .....       |  | 7 49            | 9 8   | 10 57 | 2 24  | 5 49  | 8 26  | 9 19     | 6 49 | 8 26   |                  |  |              |              |              |
| 37½            | SHEFFIELD ....      |  | 8 15            | 9 30  | 11 45 | 2 45  | 6 30  | 8 45  | 9 47     | 7 15 | 9 0    |                  |  |              |              |              |
|                | Departure .....     |  | 7 35            | 8 45  | 10 45 | 2 0   | 5 30  | 8 12  | 8 47     | 6 30 | 8 12   |                  |  |              |              |              |
| 36             | Treeton .....       |  | 8 4             | ..    | ..    | ..    | 6 4   | ..    | 9 34     | 7 4  | ..     |                  |  |              |              |              |
| 37½            | Woodhouse Mill ..   |  | 8 10            | 9 26  | ..    | ..    | 6 10  | ..    | 9 40     | 7 10 | ..     |                  |  |              |              |              |
| 38½            | Beighton .....      |  | 8 16            | ..    | ..    | ..    | 6 16  | ..    | 9 46     | 7 16 | ..     |                  |  |              |              |              |
| 40½            | Killamarsh .....    |  | 8 24            | ..    | ..    | ..    | 6 24  | ..    | 9 54     | 7 24 | ..     |                  |  |              |              |              |
| 42½            | Eckington .....     |  | 8 32            | 9 42  | 11 25 | 2 52  | 6 32  | ..    | 10 1     | 7 32 | ..     |                  |  |              |              |              |
| 45             | Staveley .....      |  | 8 41            | ..    | ..    | ..    | 6 41  | ..    | 10 11    | 7 41 | ..     |                  |  |              |              |              |
| 48½            | CHESTERFIELD ..     |  | 8 52            | 10 0  | 11 41 | 3 8   | 6 52  | 9 7   | 10 22    | 7 52 | 9 7    |                  |  |              |              |              |
| 52½            | Clay Cross .....    |  | 9 5             | ..    | ..    | ..    | 7 5   | ..    | 10 35    | 8 5  | ..     |                  |  |              |              |              |
| 55             | Stretton .....      |  | 9 14            | ..    | ..    | ..    | 7 14  | ..    | 10 44    | 8 14 | ..     |                  |  |              |              |              |
| 58½            | Wingfield .....     |  | 9 23            | 10 26 | ..    | ..    | 7 23  | ..    | 10 53    | 8 23 | ..     |                  |  |              |              |              |
| 62½            | Amber Gate .....    |  | 9 32            | 10 35 | ..    | ..    | 7 32  | ..    | 11 2     | 8 32 | ..     |                  |  |              |              |              |
| 65½            | Belper .....        |  | 9 41            | 10 44 | ..    | 3 41  | 7 41  | ..    | 11 11    | 8 41 | ..     |                  |  |              |              |              |
| 67½            | Duffield .....      |  | 9 48            | ..    | ..    | ..    | 7 48  | ..    | 11 18    | 8 48 | ..     |                  |  |              |              |              |
| 72½            | DERBY .....         |  | 10 15           | 11 15 | 12 45 | 4 15  | 8 15  | 10 9  | 11 45    | 9 15 | 10 9   |                  |  |              |              |              |
| 120            | BIRMINGHAM ..       |  | ..              | 1 35  | 3 15  | 6 15  | ..    | 1 0   | ..       | ..   | 1 0    |                  |  |              |              |              |
| 204            | LONDON .....        |  | 6 0             | 6 45  | 7 45  | 11 15 | ..    | 5 0   | 7 3      | ..   | 5 0    |                  |  |              |              |              |

Nos. 3 and 4 to Derby, are in connexion with trains from Nottingham; and Nos. 1, 3, 4 and 6, with trains from Leicester and Loughborough.

Trains leave LEEDS

For Manchester and Liverpool, Dewsbury, Huddersfield, Halifax, Todmorden, Rochdale, &c. at 5 40, 7 40, 9, and 10 16 a.m. mail; 1 20, 3 45, 6, and 7 15 p.m. mail.

Third class passengers will be conveyed from Leeds by the 7 30 a.m. train, arriving in London the same evening. Fare 24s.

Third class carriages are attached to the 6, and 7½ a.m., and 4 p.m. trains.

Carriage trucks and horse boxes are kept at all the principal stations; but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged second class fare.

Omnibuses meet trains at the principal stations.

COACHES, &c.—Eckington station:—A Coach from Lincoln, on the arrival of the No. 4 Up tr. Also, one from Gainsborough, 1 and No. 6 Down trains. Passengers are booked through from Manchester route to Manchester Leeds, York, and Sheffield.

Newark, Ollerton, Worksop, &c. meets No. 4 Down tr. and returns Newark, &c. meets No. 3 Up & No. 3 Down, & waits for No. 5 Up to this station, being the most economical and expeditious

Nos. 3 and 4 to Derby, are in connexion with trains from Nottingham; and Nos. 1, 3, 4 and 6, with trains from Leicester and Loughborough.

#### Trains leave LEEDS

For Manchester and Liverpool, Huddersfield, Halifax, Todmorden, Rochdale, &c. at 5 40, 7 40, 9, and 10 16 a.m. mail; 1 20, 3 45, 6, and 7 15 p.m. mail.

Third class passengers will be conveyed from Leeds by the 7 30 a.m. train, arriving in London the same evening. Fare 24s.

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Persons riding in their own carriages are charged second class fare.

Omnibuses meet trains at the principal stations.



| Going West       |  |  |  |  |  | 1     | 2    | 3     | 4    | 5    | Sundays. |      |      | Fares. |     |    | Going East |                 |             |  |  |  | 1 | 2    | 3     | 4    | 5     | Sundays. |      |      | Fares. |             |             |     |
|------------------|--|--|--|--|--|-------|------|-------|------|------|----------|------|------|--------|-----|----|------------|-----------------|-------------|--|--|--|---|------|-------|------|-------|----------|------|------|--------|-------------|-------------|-----|
| Trains from      |  |  |  |  |  | a.m.  | a.m. | p.m.  | p.m. | p.m. | a.m.     | p.m. | p.m. | s.     | d.  | s. | d.         | Trains leave    |             |  |  |  |   | a.m. | a.m.  | a.m. | p.m.  | p.m.     | a.m. | a.m. | p.m.   | 1 Cls.      | 2 Cls.      |     |
| Redheugh ..      |  |  |  |  |  | ..    | ..   | ..    | ..   | ..   | ..       | ..   | ..   | ..     | ..  | .. | ..         | Carlisle ....   |             |  |  |  |   | ..   | *7 0  | *10  | 2 30  | *5 0     | ..   | 9 30 | 5 0    | s. d. s. d. | s. d. s. d. |     |
| Newcastle...     |  |  |  |  |  | 7 0   | *10  | *2 30 | *5 0 | 6 30 | 9 0      | 1 15 | 5 0  | 1      | 0   | 0  | 6          | Milton ..       |             |  |  |  |   | ..   | ..    | ..   | ..    | ..       | ..   | ..   | ..     | 2 0         | 1 6         |     |
| Blaydon....      |  |  |  |  |  | ..    | ..   | ..    | ..   | ..   | ..       | ..   | ..   | 2      | 6   | 1  | 10         | Rose Hill ..    |             |  |  |  |   | ..   | ..    | ..   | ..    | ..       | ..   | ..   | ..     | 3 6         | 2 6         |     |
| Stocksfield ..   |  |  |  |  |  | ..    | ..   | ..    | ..   | ..   | ..       | ..   | ..   | 3      | 10  | 2  | 6          | Haltwhistle ..  |             |  |  |  |   | ..   | ..    | ..   | ..    | ..       | ..   | ..   | ..     | 4 3         | 3 3         |     |
| Hexham....       |  |  |  |  |  | ..    | ..   | ..    | ..   | ..   | ..       | ..   | ..   | 5      | 3   | 4  | 0          | Haydon Bdg. 7 0 |             |  |  |  |   | ..   | ..    | ..   | ..    | ..       | 7 0  | ..   | 5 10   | 4 6         |             |     |
| Haydon Bdg. .... |  |  |  |  |  | ..    | ..   | ..    | ..   | 8 15 | ..       | 3 0  | ..   | 5      | 3   | 4  | 0          | Hexham ..       |             |  |  |  |   | ..   | ..    | ..   | ..    | ..       | ..   | ..   | ..     | 7 3         | 5 8         |     |
| Haltwhistle ..   |  |  |  |  |  | ..    | ..   | ..    | ..   | ..   | ..       | ..   | ..   | 6      | 10  | 5  | 4          | Stocksfield ..  |             |  |  |  |   | ..   | ..    | ..   | ..    | ..       | ..   | ..   | ..     | 8 9         | 6 9         |     |
| Rose Hill ..     |  |  |  |  |  | ..    | ..   | ..    | ..   | ..   | ..       | ..   | ..   | 8      | 0   | 6  | 0          | Blaydon....     |             |  |  |  |   | ..   | ..    | ..   | ..    | ..       | ..   | ..   | ..     | 10 6        | 8 0         |     |
| Milton ..        |  |  |  |  |  | ..    | ..   | ..    | ..   | ..   | ..       | ..   | ..   | 9      | 0   | 7  | 0          | Newcastle..     |             |  |  |  |   | 8 45 | 10 30 | 1 06 | 0 8 0 | 8 45     | 12 3 | 8 15 | 11 0   | 8 6         |             |     |
| Carlisle ....    |  |  |  |  |  | 10 30 | 1 30 | 5 30  | 8 30 | ..   | 12 15    | ..   | 8 15 | 11 0   | 8 6 | .. | ..         | ..              | Redheugh .. |  |  |  |   |      | ..    | ..   | ..    | ..       | ..   | ..   | ..     | ..          | 11 0        | 8 6 |

Passengers must be at the stations five minutes before the time stated in this table, as the doors will then be closed; horses and carriages, 15 minutes before that period. Passengers are particularly requested to address their luggage in full, as the company cannot be accountable for it.—The trains marked thus \* will start from and arrive at Redheugh at the same times as from and at Newcastle. No. 3 both ways are mail trains; and on Sundays, the 5 p.m. West, and 10 a.m. East are mails.

## YORK AND NORTH MIDLAND.

| From York to Leeds | York to Selby & Hull | York to Normanton, London, Derby, &c. | York to Manchester, Halifax, Wakefield, &c. | Leeds to York, Selby, and Hull | York to Darlington, Stockton, Newcastle, &c. | Fares.        |          |        |
|--------------------|----------------------|---------------------------------------|---------------------------------------------|--------------------------------|----------------------------------------------|---------------|----------|--------|
|                    |                      |                                       |                                             |                                |                                              | 1st Cls.      | 2nd Cls. |        |
|                    |                      |                                       |                                             |                                |                                              | £ s. d.       | £ s. d.  |        |
| 7 30 a.m.          | 7 30 a.m.            | 8 45 a.m.                             | 7 30 a.m.                                   | 11 a.m. mail                   | 5 a.m. Mondays only                          | From York     |          |        |
| 9 30 a.m.          | 9 30                 | 12 0                                  | 9 30 mail                                   | Selby & Hull                   | 7 20 „ Edinbro' mail                         | To London...  | 2 16 0   | 1 18 0 |
| 1 15 p.m.          | 1 15 p.m.            | 3 p.m. Derby                          | 12 0 p.m.                                   | 7 25                           | 9 30 a.m.                                    | Birmingham    | 1 12 0   | 1 2 0  |
| 3 0                | 6 30                 | & Nottingham                          | 3 0                                         | 9 40                           | 11 30 „                                      | Derby.....    | 1 2 0    | 0 15 0 |
| 6 30               | ..                   | 6 19 mail                             | 6 19                                        | 1 15 p.m. ml.                  | 3 0 p.m.                                     | Sheffield.... | 0 13 6   | 0 9 6  |
| ..                 | ..                   | ..                                    | ..                                          | 3 0                            | 5 0 „                                        | Leeds.....    | 0 6 0    | 0 4 6  |
| ..                 | ..                   | ..                                    | ..                                          | 6 20                           | ..                                           | Manchester    | 1 0 0    | 0 13 0 |
| On Sundays.        |                      |                                       |                                             |                                |                                              | Selby .....   | 0 3 6    | 0 2 6  |
| 9 30 mail          | 6 10 a.m.            | 6 45 a.m.                             | 6 45 a.m.                                   | 6 11 a.m. mail                 | 7 20 a.m. Edin-                              | Hull .....    | 0 8 6    | 0 6 0  |
| 6 0 p.m.           | 6 30 p.m.            | 6 19 p.m. mail                        | 9 30 mail                                   | Hull & Selby                   | burgh mail }                                 |               |          |        |
| ..                 | ..                   | ..                                    | 6 19 p.m.                                   | 8 a.m. York                    |                                              |               |          |        |
| ..                 | ..                   | ..                                    | ..                                          | 1 50 p.m. mail                 |                                              |               |          |        |
| ..                 | ..                   | ..                                    | ..                                          | 6 20 p.m.                      |                                              |               |          |        |

N.B.—The Leeds trains stop at all the road stations; but passengers are only booked from York to the Castleford station by the London trains; and to Bolton Percy and Castleford by the 3 p.m. Leeds train.

The 12 o'clock train is in connexion with coaches to Lincoln, Grantham, Stamford, Sleaford, Boston, Lynn, Norwich, &c. from the Eckington station, on the North Midland line.



| Miles. | SOUTH TRAINS.                            | Newcastle to London |       |       |      |      |      | Miles. | NORTH TRAINS.                     | London to Newcastle |      |       |       |       |       |      | Miles. |
|--------|------------------------------------------|---------------------|-------|-------|------|------|------|--------|-----------------------------------|---------------------|------|-------|-------|-------|-------|------|--------|
|        |                                          | 1                   | 2     | 3     | 4    | 5    | 6    |        |                                   | 1                   | 2    | 3     | 4     | 5     | 6     | 7    |        |
|        | Depart from Newcastle by }<br>Coach..... | a.m.                | a.m.  | a.m.  | a.m. | p.m. | a.m. |        | Depart from LONDON.....           | a.m.                | p.m. | a.m.  | a.m.  | a.m.  | a.m.  | p.m. |        |
|        | DARLINGTON                               | 5 15                | 9 15  | 12 15 | 3 30 | 6 30 | 3 30 |        | Birmingham.....                   | 12 40               | ..   | ..    | 7 0   | 10 15 | 12 40 | ..   |        |
| 4      | Croft.....                               | ..                  | 9 21  | 12 21 | 3 40 | 6 36 | 3 40 |        | Leicester.....                    | 1 10                | ..   | ..    | 7 45  | 1 10  | ..    | 1 10 |        |
| 8      | Cowton.....                              | 6 30                | 9 36  | 12 36 | 3 52 | 6 51 | 3 52 |        | Nottingham.....                   | ..                  | ..   | ..    | 7 30  | 10 40 | ..    | ..   |        |
| 15     | NORTHALLERTON                            | 6 48                | 9 56  | 12 56 | 4 10 | 7 11 | 4 10 |        | DERBY.....                        | 3 19                | ..   | ..    | 9 30  | 12 45 | 3 19  | ..   |        |
| 19     | Otterington.....                         | ..                  | 10 6  | ..    | ..   | 7 21 | ..   |        | Sheffield.....                    | ..                  | ..   | 7 45  | 10 45 | 2 0   | ..    | ..   |        |
| 23     | THIRSK.....                              | 7 8                 | 10 18 | 1 18  | 4 30 | 7 33 | 4 30 |        | Normanton.....                    | 5 44                | ..   | 9 11  | 12 26 | 3 14  | 5 44  | ..   |        |
| 27     | Sessay.....                              | 7 20                | 10 30 | 1 30  | ..   | 7 45 | ..   |        | Leeds.....                        | ..                  | 7 25 | 9 40  | 1 15  | 3 0   | ..    | ..   |        |
| 32     | Raskelf.....                             | 7 32                | 10 42 | 1 42  | ..   | 7 57 | ..   |        | Liverpool.....                    | ..                  | ..   | 8 45  | ..    | ..    | ..    | ..   |        |
| 34     | ALNE.....                                | 7 36                | 10 48 | 1 48  | 4 58 | 8 3  | 4 58 |        | Manchester.....                   | ..                  | ..   | 7 0   | 11 0  | ..    | ..    | ..   |        |
| 35     | Tollerton.....                           | 7 40                | 10 52 | ..    | ..   | 8 8  | ..   |        | Sowerby Bridge.....               | ..                  | 6 20 | ..    | ..    | ..    | ..    | ..   |        |
| 39     | Shipton.....                             | 7 51                | 11 5  | 2 5   | ..   | 8 20 | ..   |        | Hull.....                         | ..                  | 6 15 | 8 9   | 10 40 | 1 30  | ..    | ..   |        |
| 45     | YORK, Arrival.....                       | 8 15                | 11 30 | 2 30  | 5 37 | 8 45 | 5 37 |        | YORK.....                         | 5 0                 | 7 20 | 9 30  | 11 30 | 3 0   | 5 0   | 7 20 |        |
|        | Hull.....                                | 12 15               | 3 40  | 6 45  | 9 10 | ..   | 8 50 |        | Shipton.....                      | 5 17                | ..   | 9 45  | 11 45 | 3 15  | 5 12  | ..   |        |
|        | Manchester.....                          | 1 0                 | 5 0   | 6 45  | 10 0 | ..   | 10 0 |        | Tollerton.....                    | 5 31                | ..   | 9 57  | 11 57 | 3 27  | 5 22  | ..   |        |
|        | Liverpool.....                           | 3 15                | ..    | 8 30  | ..   | ..   | ..   |        | 11 ALNE.....                      | 5 36                | 7 46 | 10 2  | 12 2  | 3 32  | 5 26  | 7 46 |        |
|        | Leeds.....                               | 11 0                | 2 30  | 4 30  | 8 0  | ..   | 7 30 |        | 13 Raskelf.....                   | 5 44                | ..   | 10 7  | 12 7  | 3 37  | 5 30  | ..   |        |
|        | Normanton.....                           | 9 55                | 1 10  | 4 10  | 7 29 | ..   | 7 29 |        | 18 Sessay.....                    | 5 57                | ..   | 10 20 | 12 20 | 3 50  | 5 42  | ..   |        |
|        | Eckington.....                           | ..                  | 2 52  | ..    | ..   | ..   | ..   |        | 22 THIRSK.....                    | 6 10                | 8 14 | 10 33 | 12 33 | 4 3   | 5 54  | 8 14 |        |
|        | Sheffield.....                           | 11 45               | 2 45  | 6 15  | 8 45 | ..   | 9 0  |        | 25 Otterington.....               | 6 24                | ..   | 10 45 | 12 45 | 4 15  | 5 5   | ..   |        |
|        | DERBY.....                               | 12 45               | 4 15  | 8 15  | 10 9 | ..   | 10 9 |        | 30 NORTHALLERTON                  | 6 36                | 8 35 | 10 56 | 12 56 | 4 26  | 6 15  | 8 35 |        |
|        | Nottingham.....                          | 2 15                | 5 30  | ..    | ..   | ..   | ..   |        | 37 Cowton.....                    | 7 0                 | 8 54 | 11 17 | 1 17  | 4 47  | 6 24  | 8 54 |        |
|        | Leicester.....                           | 2 40                | 6 0   | ..    | 12 0 | ..   | 12 0 |        | 41 Croft.....                     | 7 13                | ..   | 11 29 | 1 29  | 5 0   | 6 45  | ..   |        |
|        | Birmingham.....                          | 3 20                | 6 20  | ..    | 1 0  | ..   | 1 0  |        | 45 DARLINGTON, arrival by coach } | 7 30                | 9 20 | 11 45 | 1 45  | 5 15  | 7 0   | 9 20 |        |
|        | LONDON.....                              | 7 45                | 11 15 | ..    | 5 0  | ..   | 5 0  |        | Newcastle, arrival by coach }     | ..                  | 1 20 | 3 30  | 5 30  | 9 15  | 11 0  | 1 20 |        |

Fares from Darlington.

to 1 Class.

2 Class, 3 Class to 1 Class.

2 Class, 3 Class to 2 Class, 3 Class

to York.....

to London.....

to Do. Mail.....

to Birmingham

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| Fares from Darlington. |    |    |          |   |          |                |          |    |   |    |    |    |   |
|------------------------|----|----|----------|---|----------|----------------|----------|----|---|----|----|----|---|
|                        |    |    | 1 Class. |   | 2 Class. |                | 3 Class. |    |   |    |    |    |   |
| to                     |    |    | £        | s | d        | £              | s        | d  | £ | s  | d  |    |   |
| York.....              | £0 | 12 | 0        | 5 | 0        | Sheffield      | £1       | 5  | 6 | £0 | 18 | 0  |   |
| London.....            | £3 | 8  | 0        | 6 | 0        | Leeds          | £0       | 18 | 0 | 1  | 10 | 0  |   |
| Do. Mail.....          | £3 | 8  | 0        | 6 | 0        | Manchester     | £1       | 20 | 0 | 1  | 10 | 0  |   |
| Birmingham             | £2 | 4  | 0        | 4 | 0        | Hull.....      | £1       | 0  | 6 | 0  | 14 | 0  |   |
|                        |    |    |          |   |          | Leicester..... | £2       | 1  | 0 | 8  | 0  | 19 | 9 |

Nos. 4 and 6 South, and No. 2 North, are Mail trains. First and second class carriages are attached to all the trains, and third class carriages to all except the Mail, Nos. 3, south, and 4, north trains.—Time is allowed at York for refreshment.

The No. 2 South train meets a Coach at Eckington for Lincoln, Newark, Worksop, Boston, and Sleaford. Nos. 1, 2, and 4 South trains are in connexion with trains from Birmingham to Cheltenham, &c. Coach places may be secured at the Railway Offices in York and London.

DARLINGTON. Trains to and from Bishop Auckland, Sunderland, Hartlepool, and Stockton-on-Tees, meet the arrival and departure of the trains at Darlington. The Mail (via Berwick and Dunbar) leaves Darlington at 9½ a.m. and arrives in Edinburgh at 2 a.m.

COWTON. A Mail coach leaves Richmond daily at 7 15 a.m. and 2 10 p.m. to meet the mail trains; returning immediately on their arrival.

NORTHALLERTON. A Mail coach leaves Northallerton daily, on the arrival of the North Mail train, for Bedale and Leyburn; and leaves Leyburn at 12 15 p.m. to meet South Mail train. An omnibus between Bedale & Masham meets the arrival and departure of the mail.

THIRSK. A Mail coach leaves Ripon daily at 6 55 a.m. arriving at Thirsk at 8 10; and returns on the arrival of the South Mail at 4 35 p.m. The Nonpareil coach leaves Darlington for Barnard Castle every morning on the arrival of the North Mail train; and returns in time for No. 5 South train.

A Mail coach leaves Darlington every morning on the arrival of No. 2 North Mail train, by Barnard Castle, Brough, Appleby, and Temple Sowerby, to Fenwick, arriving at 6 p.m. It returns from Fenwick at 7½ a.m., and arrives in Darlington to meet No. 4 South Mail train at 3 30.

\* A Coach leaves Newcastle for Darlington every evening at 8 15 p.m.



| Up Trains.          | Sundays |       |       |      |      |      |       |      | Down Trs.        | Sundays |        |        |       |       |       |      |       |      |
|---------------------|---------|-------|-------|------|------|------|-------|------|------------------|---------|--------|--------|-------|-------|-------|------|-------|------|
|                     | 1       | 2     | 3     | 4    | 5    | 6    | 7     | 8    |                  | 1       | 2      | 3      | 4     | 5     | 6     | 7    | 8     | 9    |
| Departure.          | a.m.    | a.m.  | a.m.  | p.m. | p.m. | p.m. | a.m.  | p.m. | Departure.       | p.m.    | a.m.   | a.m.   | a.m.  | a.m.  | a.m.  | p.m. | p.m.  | a.m. |
| Hull .....          | 6 15    | 8 9   | 10 40 | 1 30 | 4 55 | 6 40 | 8 9   | 4 55 | London .....     | 9 0     | ..     | ..     | 7 0   | 10 15 | 1 15  | 2 40 | ..    | 8 0  |
| Hessle .....        | 6 30    | 8 22  | 10 55 | 1 45 | 5 8  | 6 55 | 8 22  | 5 8  | Birmingham ..... | 12 40   | ..     | ..     | 7 0   | 10 15 | 1 15  | 2 40 | ..    | ..   |
| Ferryby .....       | 6 38    | 8 30  | 11 3  | 1 53 | 5 16 | 7 3  | 8 30  | 5 16 | Derby .....      | 3 19    | ..     | ..     | 9 30  | 12 45 | 3 45  | 3 19 | 7 0   | 3 0  |
| Brough .....        | 6 47    | 8 39  | 11 12 | 2 0  | 5 25 | 7 12 | 8 39  | 5 25 | Ambergate .....  | ..      | ..     | ..     | 9 59  | 1 11  | ..    | ..   | ..    | 3 32 |
| Staddethorpe .....  | 7 3     | 8 53  | 11 28 | 2 18 | 5 39 | 7 28 | 8 53  | 5 39 | Sheffield .....  | ..      | ..     | * 7 35 | 10 45 | 2 0   | 4 50  | ..   | 8 45  | 4 45 |
| Eastrington .....   | 7 11    | ..    | ..    | 2 26 | 5 47 | ..   | 9 1   | 5 47 | Swinton .....    | ..      | ..     | ..     | 11 33 | ..    | 5 29  | ..   | 9 25  | 5 25 |
| Howden .....        | 7 22    | 9 12  | 11 47 | 2 32 | 5 58 | 7 42 | 9 12  | 5 58 | Oakenshaw .....  | 5 35    | ..     | 9 12   | 12 15 | ..    | ..    | 5 35 | 10 12 | 6 12 |
| Cliff .....         | 7 35    | ..    | ..    | 2 50 | 6 10 | ..   | 9 24  | 6 10 | Liverpool .....  | ..      | ..     | ..     | 8 45  | ..    | 11 45 | ..   | 8 0   | ..   |
| Selby .....         | 7 50    | 9 39  | 12 15 | 3 5  | 6 25 | 8 15 | 9 39  | 6 25 | Manchester ..... | ..      | ..     | 7 0    | 10 59 | ..    | 3 20  | ..   | 10 59 | ..   |
| Leeds (arrival) ..  | 9 0     | 10 34 | 1 35  | 4 35 | 7 45 | 9 45 | 10 35 | 7 25 | Elland .....     | ..      | 6 26   | 8 39   | ..    | ..    | 5 11  | ..   | ..    | ..   |
| York do. ....       | 9 0     | 10 34 | 2 10  | 4 30 | 7 40 | ..   | 10 35 | 7 25 | Wakefield .....  | ..      | 7 18   | 9 22   | 1 8   | ..    | 6 2   | ..   | 1 8   | ..   |
| Darlington .....    | 11 45   | 1 45  | 5 15  | 7 0  | ..   | ..   | ..    | ..   | Normanton .....  | 5 44    | 7 30   | 9 39   | 1 24  | 3 14  | 6 20  | ..   | 1 24  | 6 23 |
| Normanton ..        | 9 20    | 10 41 | 1 25  | 4 10 | 7 29 | ..   | 10 41 | 7 2  | Darlington ..... | ..      | ..     | 6 15   | 9 15  | 12 15 | 3 30  | ..   | 3 30  | ..   |
| Wakefield .....     | 9 40    | 10 56 | 2 6   | 4 20 | 7 55 | ..   | 10 56 | 7 55 | York .....       | ..      | * 7 30 | 9 30   | 1 15  | 3 0   | 6 30  | 6 10 | ..    | 6 30 |
| Manchester .....    | 11 45   | 1 1   | 5 0   | 6 35 | 10 0 | ..   | 1 1   | 10 0 | Leeds .....      | 6 11    | 7 25   | 9 35   | 1 15  | 3 0   | 6 20  | 6 11 | 1 15  | 6 20 |
| Liverpool .....     | 1 30    | 3 15  | 7 15  | 9 0  | ..   | ..   | 6 15  | ..   | Selby .....      | 7 6     | 8 40   | 10 55  | 2 20  | 4 15  | 7 35  | 7 6  | 2 20  | 7 35 |
| Swinton .....       | 10 46   | ..    | ..    | 5 33 | ..   | ..   | ..    | ..   | Cliff .....      | ..      | 8 49   | ..     | 2 29  | ..    | 7 44  | 7 15 | 2 29  | 7 44 |
| Sheffield (arr.) .. | 11 45   | ..    | 2 45  | 6 30 | 8 45 | ..   | ..    | 9 0  | Howden .....     | 7 27    | 9 2    | 11 17  | 2 41  | 4 37  | 7 57  | 7 27 | 2 41  | 7 57 |
| Ambergate .....     | ..      | ..    | ..    | 7 32 | ..   | ..   | ..    | ..   | Eastrington ..   | ..      | 9 11   | ..     | 2 49  | ..    | 8 6   | 7 35 | 2 49  | 8 6  |
| Derby .....         | 12 45   | ..    | 4 15  | 8 15 | 10 9 | ..   | ..    | 10 9 | Staddethorpe ..  | 7 43    | 9 19   | 11 34  | 2 57  | 5 54  | 8 14  | 7 43 | 2 57  | 8 14 |
| Nottingham ..       | 2 15    | ..    | 5 30  | ..   | ..   | ..   | ..    | ..   | Brough .....     | 7 57    | 9 35   | 11 50  | 3 11  | 5 10  | 8 30  | 7 57 | 3 11  | 8 30 |
| Leicester (arr.) .. | ..      | ..    | 6 0   | ..   | 12 0 | ..   | ..    | 12 0 | Ferryby .....    | 8 6     | 9 44   | 11 59  | 3 20  | 5 19  | 8 39  | 8 6  | 3 20  | 8 39 |
| Birmingham ..       | 4 30    | ..    | 6 45  | ..   | 1 0  | ..   | ..    | 1 0  | Hessle .....     | 8 17    | 9 55   | 12 10  | 3 31  | 5 30  | 8 50  | 8 17 | 3 31  | 8 50 |
| London .....        | 7 45    | ..    | 11 15 | ..   | 5 0  | ..   | ..    | 5 0  | Hull .....       | 8 36    | 10 15  | 12 30  | 3 50  | 5 45  | 9 10  | 8 36 | 3 50  | 9 10 |

## Fares.

|                      | 1 Cls. | 2 Cls. | 3d Cls. |
|----------------------|--------|--------|---------|
|                      | s d    | s d    | s d     |
| Hull to Selby ..     | 5 0    | 3 6    | 2 6     |
| " York .....         | 8 6    | 6 0    | 4 6     |
| " Darlington 20      | 14 0   | 9 6    | ..      |
| " Leeds .....        | 10 0   | 7 6    | 5 6     |
| " Sheffield 15       | 11 6   | ..     | ..      |
| " Normanton 9        | 7 0    | 5 0    | ..      |
| " Derby .....        | 25 0   | 17 6   | ..      |
| " Manchester 23      | 0 15   | 6 11 0 | ..      |
| " Birmingham 35      | 0 24   | 6 ..   | ..      |
| " London .....       | 59 0   | 40 6   | ..      |
| Do. night mail 61    | 6 44   | 0 ..   | ..      |
| Hull to L. pool * 29 | 6 20   | ..     | ..      |

\* The Liverpool fares include the Omnibus fare.

UP TRAINS.—Nos. 2, 5, 6, and 7 are Mail trains. Passengers by the 6 15 a.m. train to Derby will have to wait about one hour at Normanton, where refreshments, &c. may be had at the New Rooms and Hotel. † Cheap train to Leeds. ‡ Cheap train to York, and Coach from Selby to Doncaster. § Cheap train to Leeds.

DOWN TRAINS.—Nos. 1, 6, and 7 are Mail trains. \* Cheap train from Sheffield to Hull. † Cheap train from Leeds and York to Hull.

On Tuesdays the Market train leaves Hull for Selby at 4 p.m. calling at all the stations.

Refreshments may be had in the house adjoining the passengers' booking office at the Hull station. On the arrival of the Mail train from London, the Mail Coach will depart from Hull for Scarborough and Whitby, also leaves Hull daily (Sundays excepted) at 3 p.m. for Driffield, and Bridlington.

Coaches from Hull to Briggs, Spittal, and Lincoln, at 7 and 11 a.m. and 4 p.m.; also to Beverley at 8 30 and 9 30 a.m. and 3 and 5 p.m.; also to Cottingham daily.

An Omnibus leaves the Howden station for Goole (Sundays excepted) after the arrival of the Nos. 2 and 5 Up and Down trains; it also leaves Goole for that station at 7 45 a.m. and 4 35 p.m. meeting the Nos. 2 and 5 Up and Down trains. The Omnibus takes passengers to and from Howden by all the trains.

DONCASTER AND ASKERN.—Passengers may be booked at the Railway office by the 4 55 p.m. train from Hull, and Coach from Selby, to Doncaster, Askern, and Knottingley. The same coach leaves Doncaster at 8 a.m. through Askern to Selby, joining the train which arrives in Hull about 12 30.



## SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER.

25

| Stations.        | Godley to Manchester. |       |       |       |      |      |      |      |      |      | Fares. |        |        | Sunday Trains.—Godley to Manchester, 8 & 9 a.m.; 5½, 7 & 8 p.m. From Manchester 3, and 10 a.m.; 7, 8, and 8 40 p.m. CONVEYANCE TO AND FROM SHEFFIELD.—The Umpire coach will leave Sheffield every morning (except Sunday) at 3½ p.m. via Ashton Inn, Woodlands, Snake, and Glossop, and meet the 1 p.m. train to Manchester at Godley station, and return upon the arrival of the 2 p.m. train from Manchester, arriving at the Commercial and Tontine Inns, Sheffield, in time for coaches the same evening to Doncaster, Worksop, and Retford, and for the North Midland trains to Chesterfield, Derby, Nottingham, Loughborough, and Leicester. All the trains are mixed, and consist of first, second, and third class carriages. |       |       |
|------------------|-----------------------|-------|-------|-------|------|------|------|------|------|------|--------|--------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|
|                  | a.m.                  | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | 1 Cls. | 2 Cls. | 3 Cls. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |
| Godley .....     | 8 0                   | 9 0   | 10 0  | 11 0  | 1 0  | 3 0  | 4 0  | 5 0  | 7 0  | 7 45 | s. d.  | s. d.  | s. d.  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |
| Newton .....     | 8 5                   | 9 5   | 10 5  | 11 5  | 1 5  | 3 5  | 4 5  | 5 5  | 7 5  | 7 50 | 0 3    | 0 2    | 0 2    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |
| Dukinfield ..... | 8 1                   | 9 12  | 10 12 | 11 12 | 1 12 | 3 12 | 4 12 | 5 12 | 7 12 | 7 57 | 0 6    | 0 4    | 0 3    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |
| Ashton .....     | 8 1                   | 9 17  | 10 17 | 11 17 | 1 17 | 3 17 | 4 17 | 5 17 | 7 17 | 8 2  | 0 8    | 0 5    | 0 4    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |
| Fairfield .....  | 8 2                   | 9 24  | 10 24 | 11 24 | 1 24 | 3 24 | 4 24 | 5 24 | 7 24 | 8 9  | 1 0    | 0 8    | 0 6    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |
| Manchester, arr. | 8 3                   | 9 35  | 10 35 | 11 35 | 1 35 | 3 35 | 4 35 | 5 35 | 7 35 | 8 17 | 2 0    | 1 3    | 1 0    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |
| Stations.        | Manchester to Godley. |       |       |       |      |      |      |      |      |      | 1 Cls  |        |        | 3 Cls.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |       |       |
|                  | a.m.                  | a.m.  | a.m.  | noon  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | s. d.  | s. d.  | s. d.  | s. d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | s. d. | s. d. |
| Manchester....   | 9 0                   | 10 0  | 11 0  | 12 0  | 2 0  | 4 0  | 5 0  | 6 0  | 7 45 | 8 45 | 0 10   | 0 8    | 0 6    | 0 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 0 8   | 0 6   |
| Fairfield .....  | 9 11                  | 10 11 | 11 11 | 12 11 | 2 11 | 4 11 | 5 11 | 6 11 | 7 56 | 8 56 | 1 2    | 0 10   | 0 8    | 1 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 0 10  | 0 8   |
| Ashton .....     | 9 18                  | 10 18 | 11 18 | 12 18 | 2 18 | 4 18 | 5 18 | 6 18 | 8 3  | 9 3  | 1 3    | 0 11   | 0 9    | 1 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 0 11  | 0 9   |
| Dukinfield ..... | 9 22                  | 10 22 | 11 22 | 12 22 | 2 22 | 4 22 | 5 22 | 6 22 | 8 7  | 9 7  | 1 5    | 1 1    | 0 10   | 1 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 1   | 0 10  |
| Newton .....     | 9 30                  | 10 30 | 11 30 | 12 30 | 2 30 | 4 30 | 5 30 | 6 30 | 8 15 | 9 15 | 2 0    | 1 3    | 1 0    | 2 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 3   | 1 0   |
| Godley, arrival  | 9 32                  | 10 32 | 11 32 | 12 32 | 2 32 | 4 32 | 5 32 | 6 32 | 8 17 | 9 17 |        |        |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |       |

Fares From Godley to Gorton, 1s.—8d.—6d. Manchester to Gorton, 10d.—8d.—6d. The 10 & 12 a.m., 4, 6 and 8½ p.m. take up and set down passengers at Gorton.

Fares from Godley to Gorton, 1s.—8d.—6d. Manchester to Gorton, 10d.—8d.—6d. The 10 & 12 a.m. 4, 6 and 8½ p.m. take up and set down passengers at Gorton.

## STOCKTON AND HARTLEPOOL.

## North Trains.

London to York, 6 a.m.; mail 9 p.m.

York to Darlington, mail 7 20, 9 30, and 11 30 a.m.; 3 30 & 5 p.m.

Darlington to Stockton, 8½, mail 10 a.m.; 12 20, 2½, mail 3½, 6 p.m.

Stockton to Seaton and Hartlepool, 7½, 9½, mail 11½ a.m.; 3 10, mail 4½ p.m.

Hartlepool to Sunderland, 8½ and 10½ a.m.; 12½ and 4 p.m.

Sunderland to Newcastle and Shields, 11 a.m., 1, 3, 6, 7, & 8 p.m.

Newcastle to Carlisle, 5½, 9, 12 noon; 2½, 5, and to Haydon Bridge only, 7 p.m.

On Sundays trains leave Stockton for Hartlepool at 8 a.m. and 12½ p.m.; and return at 10 20 a.m. and 4 p.m.

Trains leave Sunderland for Newcastle & Shields, by the Brandling Junction Railway, at 8, 9, 10, 11 and 12 a.m. 2, 3, 4, 5, 6, 7, 8 p.m.; and return at 8, 9, 10, 11, and 12 a.m. and 1, 2, 3, 4, 5, 6, 7, and 8½ p.m.

\* On the arrival of this train at Stockton a coach leaves for Whitby and Scarbro'. † On the arrival of these trains at the Billington station, a coach leaves for Port Clarence and Middlesbro', returning at 9, 11½ a.m., 2½, 4 35 p.m. to meet trains to Hartlepool, &c.

## DURHAM AND SUNDERLAND.

Length 15 miles, with a branch to the Hartlepool railway at Haswell, forming a coast line to Stockton, and thence to Darlington, where it joins the Great North of England railway.

Leaves Sunderland for Durham at 8 15, 9 10 a.m.; 1, 4 20, and 6 15 p.m. Sunderland for Hartlepool & Stockton, at 8 15, 10 15 a.m., 12 15 and 3 45 p.m. Durham for Sunderland, at 7 40, 10 25, 11 45 a.m.; 3 10 and 6 p.m. Durham for Hartlepool at 7 40 a.m., 3 10 p.m. Hartlepool for Sunderland, at 8 30, 10 30 a.m.; 12 30 and 4 p.m. Hartlepool for Durham, at 8 30 a.m., and 4 p.m.



**Manchester to Bolton.**

First class, stopping at Stoneclough only, 8½ a.m., 2½ and 6 p.m.  
 Second class, stopping at all the stations, 9½ & 11½ a.m. 4 & 7½ p.m.  
 Third class, stopping at Stoneclough only, 7½ a.m. 8½ p.m.

**On Sundays** 7½ a.m. & 5½ p.m., stopping at all the stations.

**Bolton to Manchester.**

First class, stopping at Stoneclough only, 10 a.m., 4½ and 8½ p.m.  
 Second class, stopping at all the stations, 8½, 11½ a.m. 1 & 6 p.m.  
 Third class, stopping at Stoneclough only, 7½ a.m. 8½ p.m.

**On Sundays** 9½ a.m. & 7½ p.m., stopping at all the stations.

In addition to the above on Tuesdays, Thursdays, and Saturdays, a first class train will leave Bolton for Manchester at 9 a.m. and return at 5 p.m. † This train stops at Mosesgate.

**FARES** on Sundays, from Bolton to Manchester, 2s. 6d. and 1s.

| From<br>Manchester Station | Distance<br>in<br>Miles. | Time of<br>arrival from<br>time of<br>starting | Fares.   |         |
|----------------------------|--------------------------|------------------------------------------------|----------|---------|
|                            |                          |                                                | 1st Cls. | 2d Cls. |
|                            |                          | Minutes                                        | s. d.    | s. d.   |
| To Windsor Bridge ....     | 1                        | 5                                              | 0 6      | 0 3     |
| Dixon Fold .....           | 5                        | 20                                             | 1 6      | 0 9     |
| Stoneclough .....          | 7                        | 28                                             | 1 9      | 1 0     |
| Mosesgate .....            | 8½                       | 35                                             | 2 3      | 1 3     |
| Bolton .....               | 10                       | 40                                             | 2 6      | 1 6     |
| From Bolton Station        |                          |                                                |          |         |
| To Mosesgate .....         | 1½                       | 5                                              | 0 6      | 0 3     |
| Stoneclough .....          | 3                        | 12                                             | 1 0      | 0 6     |
| Dixon Fold .....           | 5                        | 20                                             | 1 6      | 0 9     |
| Windsor Bridge ....        | 8½                       | 35                                             | 2 6      | 1 6     |
| Manchester .....           | 10                       | 40                                             | 2 6      | 1 6     |

From Manchester to Horwich, Blackrod, Adlington, & Chorley, and thence by coach to Preston:—First class 8½ a.m., 2½ & 6 p.m. 2nd class, 9½ a.m. Great facilities are offered by this route for passengers to Fleetwood, Blackpool, and the Lakes; and passengers are conveyed to Southport, by coaches meeting the 9½ a.m. 2½ p.m. trains at Chorley.

**FARES** from Manchester to Horwich and Blackrod, 1st class, 4s., second 2s. 6d., Sunday 2nd class 1s. 8d.; to Adlington, 4s. 6d.—2s. 10d.—Sundays 2s.; to Chorley, 5s.—3s.—Sundays 2s.; to Clayton Green, 6s. 6d.—4s.; to Bamber Bridge 7s.,—4s. 6d.; to Preston, 7s. 6d.—5s.; to Southport, 10s.—7s.

Blackburn coaches meet, at Bolton, the 8½ a.m. and 5 p.m. trains from Manchester, on Tuesdays, Thursdays, and Saturdays; and the 8½ a.m. and 6 p.m. trains on Mondays, Wednesdays, and Fridays.

Manchester to Preston, 8½ and 9½ a.m., 2½ and 6 p.m.

From Bolton at 8½ and 10 a.m., 2½ and 6½ p.m.

From Preston, by coaches from the Bull Inn, 8½, and 9 40 a.m. 2½, and 6½ p.m.

From Chorley to Preston by coaches, and by trains to Bolton, &c. at 9½ and 10½ a.m. 3½, and 7½ p.m.

**On Sundays**—From Manchester to Bolton and Chorley 7½ a.m. and 5½ p.m.

From Bolton to Chorley 8½ a.m. and 6½ p.m.

From Chorley to Bolton and Manchester, 9 a.m. and 7 p.m.

On Tuesdays there is a train from Bolton to Chorley at 7½, returning at 8½.

Third class passengers conveyed by all the trains between Bolton and Chorley.

**Fares from Bolton**

|                     | First Class          |       | Second Class |       | Third Class. |       |
|---------------------|----------------------|-------|--------------|-------|--------------|-------|
| To                  | Horwich and Blackrod | 1s 6d | 1s 0d        | 0s 8d | 0s 8d        | 0s 8d |
| Adlington.....      | 2                    | 0     | 1            | 4     | 1            | 0     |
| Chorley.....        | 2                    | 6     | 1            | 6     | 1            | 0     |
| Clayton Green.....  | 4                    | 0     | 2            | 6     | 0            | 0     |
| Bamber Bridge ..... | 4                    | 6     | 3            | 0     | 0            | 0     |
| Preston.....        | 5                    | 6     | 3            | 6     | 0            | 0     |
| Southport .....     | 9                    | 0     | 6            | 0     | 0            | 0     |

On Sundays 2nd class passengers are charged only 3d class fares.

**Southport.**—Passengers and parcels may be booked through to Southport by the trains from Manchester at 9½ a.m. 2½ p.m. and from Bolton 10 a.m. 2½ p.m. Howarth's Coaches leave Southport every day (Sundays excepted) at 7½ and 12, arriving at Chorley in time for the train from thence to Bolton & Manchester, at 10½ & 3½.

**Fleetwood and Blackpool.**—The Preston and Wyre railway trains leave Preston at 8½ and 11½ a.m. and 5 20 p.m.; and those from Fleetwood at 8 25 a.m., 2 50, and 7 p.m.

Fares between Preston and Fleetwood, 4s. 6d.—3s. 6d.—2s. 6d.

**Lancaster.**—Railway trains leave Preston at 6 25, and 10½ a.m. 12 40, 4 50, and 7 p.m.; and Lancaster at 7 10 and 8½ a.m., 1 10 and 5 30 p.m. Fares 5s.—3s.—1s. 6d.

**Lancaster and Kendal.**—The Swift Packet Boats on the canal leave Preston at 11 a.m., 1½ and 4 p.m.; from Kendal at 6½ and 8½; from Lancaster (for Preston) at 6, 9 50, and 11 50.

Fares to Lancaster 1s. 6d. and 1s. To Kendal 4s. 6d. and 3s.

Passengers and parcels booked at the Manchester and Bolton Railway Offices, New Bailey-street, Salford; Trinity-street, Bolton; and at the Bull Inn, Preston. Parcels are also received at the Company's Office, in Fountain-street, Manchester.



**Preston to Liverpool, Manchester, or Wigan.**

Mixed 8 20, and first class 9 45 a.m.; second class 2 20, mixed 4 20, and first class 6 27 p.m.

Sunday Trains—mixed 6½ a.m. and 4 20 p.m.; 1st class 6 27 p.m.

Fares from Preston to Liverpool or Manchester, 7s 6d and 5s.

**Liverpool to Wigan or Preston.**

Mixed 8½, first class 11 a.m. second class 2½, mixed 4½, and first class 7½ p.m.

Sunday trains—second class 7 a.m. 4½ p.m.; first class 7½ p.m.

**Manchester to Wigan or Preston.**

Mixed 9, 1st class 11¼ a.m.; 2d class 2½, mixed 5, & 1st cls. 7½ p.m.

Sunday trains—7 a.m.; second class 5, first class 7½ p.m.

Fares from Wigan to Liverpool or Manchester, 5s and 3s 6d.

† Except on Saturdays, when this train does not start till 3 o'clock.

**Preston to Bolton.**

8 20 a.m., 2 20 and 4 20 p.m.

On Sundays—6½ a.m. and 4 20 p.m.

† Parties going by this train will meet one to Birmingham at Parkside, which leaves Manchester at 8¼ a.m. arriving in time for the 1½ p.m. train to London.

**Preston to Birmingham and London.**

Changing carriages, 2 57½, in the same carriage 9½ a.m. and 6 27 p.m.

On Sundays the Mail only will run, namely at 2 57 a.m. & 6 27 p.m.

**London to Preston.**

In the same carriage 9½ a.m. and 8½ p.m.

The 9 a.m. train conveys gentlemen's carriages, horses, and persons riding in private carriages only.

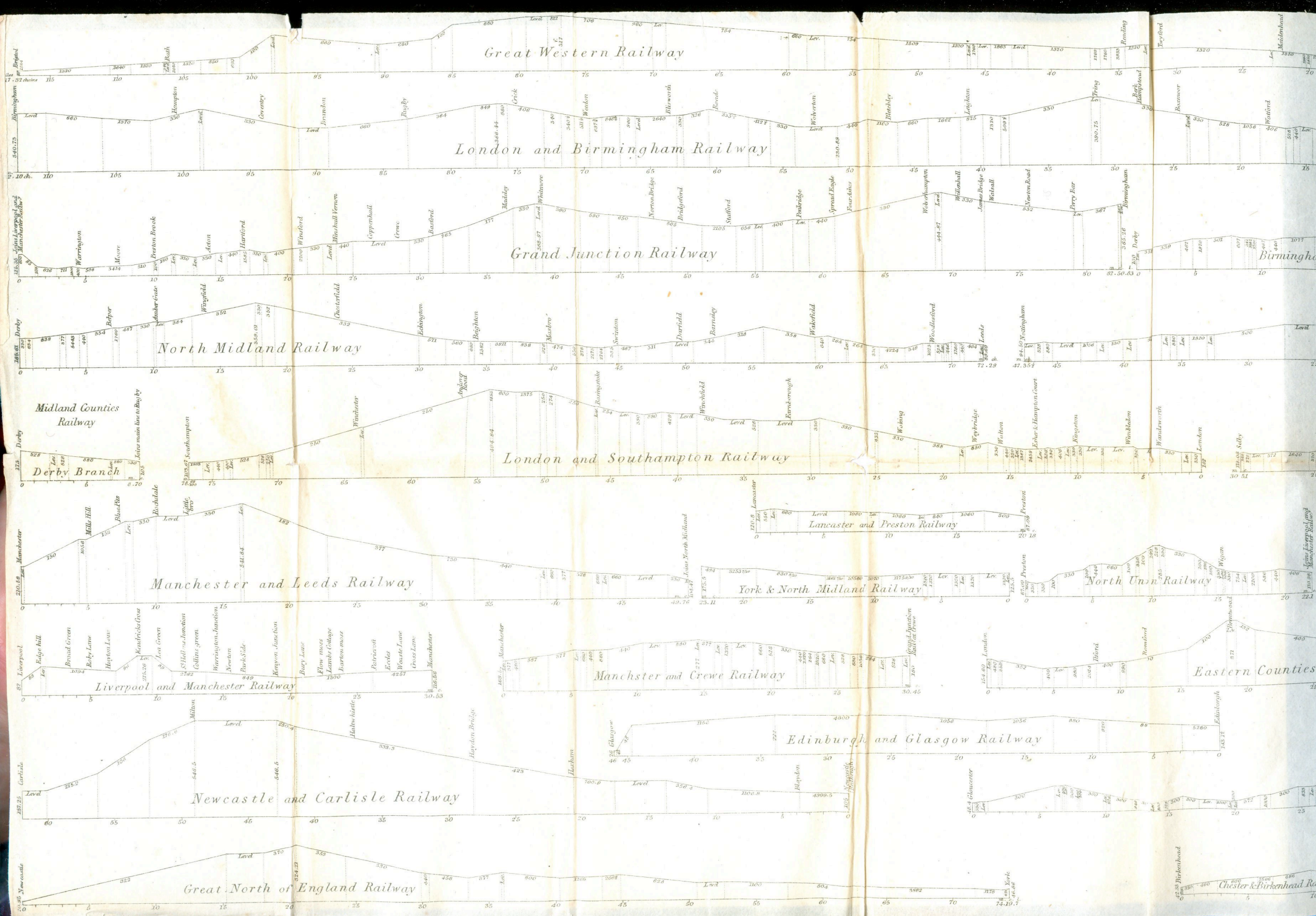
‡ These trains will take private carriages and horse boxes, the others cannot do so.

Fares to London—Day train 55s 6d., night train 58s.

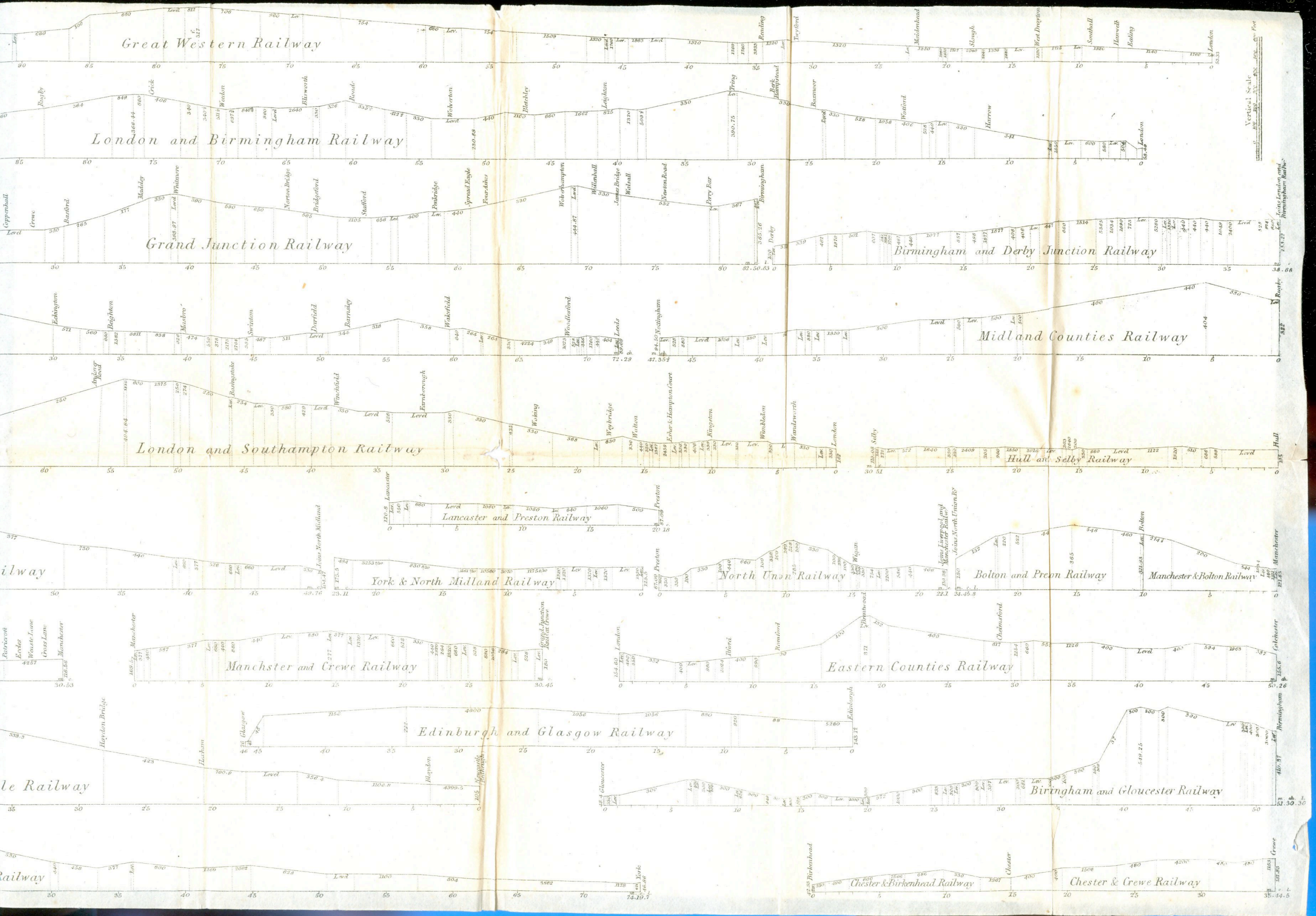
Fare to Birmingham 25s 6d.

Mails from Preston every morning at 2 57, and evening at 6 27. The return of the latter train from Parkside to Preston, will probably be about 8½, as it will take those passengers which leave Liverpool and Manchester at 7½. Passengers leaving Preston at 6 27, and Wigan at 7, going to Liverpool and Manchester, will be detained at Parkside nearly half an hour.











# LANCASTER & PRESTON JUNCTION. 29

## Manchester to Preston, Liverpool, & Manchester.

|           |             |
|-----------|-------------|
| 2 0 a.m.  | mail train  |
| 7 10 "    | mixed       |
| 8 45 "    | first class |
| 1 10 p.m. | mixed       |
| 5 30 "    | mail train  |

## Preston to Lancaster.

|            |             |
|------------|-------------|
| 6 25 a.m.  | mail train  |
| 10 45 "    | mixed       |
| 12 40 p.m. | first class |
| 4 50 "     | mixed       |
| 7 0 "      | mail train  |

Third class carriages are attached to all the mixed trains, and stop at all the stations.

**Sundays.**—From Lancaster, 2 mail, and 8 a.m. mixed, and mail. From Preston, 6 25 a.m. mail, 5½ mixed, & 7 p.m. mail. d class carriage is attached to the 5½ p.m. train from Lancaster.

## Liverpool to Lancaster.

|                               |             |
|-------------------------------|-------------|
| 3 15 a.m. (Edge-hill station) | mail train  |
| 8 45 "                        | mixed       |
| 11 0 "                        | first class |
| 2 30 p.m.                     | mixed       |
| 4 45 "                        | mixed       |

## Manchester to Lancaster.

|           |             |
|-----------|-------------|
| 3 30 a.m. | mail train  |
| 9 0 "     | mixed       |
| 11 15 "   | first class |
| 2 45 "    | mixed       |
| 5 0 "     | mixed       |

## Lancaster to Birmingham and London.

In the same carriage at 8½ a.m., and 5½ p.m. mail; changing carriages, \*2 a.m. mail.

## London to Lancaster.

In the same carriage at 9½ a.m. mail, and 8½ p.m. mail; changing carriages, 9\* a.m.

The trains marked thus \* will take Private Carriages and Horses. n Sundays, to and from Liverpool, Manchester, Birmingham, and London, the mail trains only will run.

**FARES.**—To or from London, 59s 6d; night mail, 62s. To or from Birmingham, 29s 6d. To or from Liverpool or Manchester, 1st class 12s 6d, second class 8s. To or from Preston, 1st class, second class 3s, third class 1s 6d.



To Liverpool and Manchester, mixed 7½ & 11½ a.m. 2½ & 5½ p.m.; first class, 8.35 a.m.

Sunday trains, mixed 6½ a.m. and 5½ p.m.

To Wigan and Preston, mixed, (7½ Wigan only), 8.35 a.m., 2½ p.m.

Sunday trains, 6½ a.m. mixed.

To St. Helens by all the mixed trains.

From Liverpool, 8½ a.m. first class; 11½ a.m. 2½, 5½ p.m. mixed

Sunday trains, 7 a.m. and 5½ p.m. mixed.

From Manchester, 9 a.m. 1st class; 11½ a.m., 2½, & 5½ p.m. mixed

Sunday trains, 7 a.m. and 5½ p.m. mixed

From Preston, 8.20 a.m., 2.20 and 4.20 p.m. mixed.

Sunday trains, 6½ a.m., and 4.20 p.m. mixed.

From Wigan, by all the trains from Preston.

From St. Helens, 11½ a.m., 2½ and 5½ p.m. mixed.

Sunday trains, 7½ a.m. and 5½ p.m. mixed.

FARES.—To Liverpool, first class, 5s 6d, second class 4s; to Manchester 2s 6d and 2s; to Preston 6s and 4s; to Wigan 2s 6d and 2s, to St. Helens 4s 6d and 3s 6d.

Charge for the conveyance of 4-wheeled carriages, 20s; ditto 2-wheeled ditto, 15s; for one horse, 14s; two ditto 20s; three do. 24s

### CHESTER AND BIRKENHEAD.

| Liverpool.<br>The Boat leaves at | Birkenhead.<br>Trains leave at | Chester<br>Trains leave at |
|----------------------------------|--------------------------------|----------------------------|
| Morning.                         |                                |                            |
| 8 0                              | 8 20                           | *5 0                       |
| 10 0                             | 10 20                          | 8 30 & 10 30               |
| Afternoon.                       |                                |                            |
| 12 30                            | 12 50                          | 1 0                        |
| 3 30                             | 3 50                           | 4 0                        |
| 6 15                             | 6 40                           | 7 45                       |

**On Sundays.**—The boat leaves Liverpool at 9½ morning, and 6½ afternoon; trains leave Birkenhead at 9.50 morning, and 6.50 afternoon; and from Chester at 5\* and 9½ morning, and 6½ afternoon.

All the trains, with the exception of the 5 a.m. from Chester, are second class, stopping, if required, at Beddington, Hooton, Sutton, & Mollington. \*First class, and will not stop on the road.

N.B. Omnibuses provided for first class passengers between the ferry and station.

FARES.—First class, 3s 6d; second, 2s 6d; third, 1s 6d. Ferry, twopence.

Preston to Fleetwood, 8½ and 11½ a.m., 5.20 p.m.; Fleetwood to Preston 8.25 a.m., 2.50 and 7 p.m.

**On Sundays,** Preston to Fleetwood 9 a.m. Fleetwood to Preston 6 p.m.

FARES.—Fleetwood, to Preston first class, 4s 6d; second, 3s 6d; third, 2s 6d. Poulton to Preston, 3s 6d—3s—2s. Kirkham to Preston, 2s—1s 6d—1s.

The foregoing fares are to or from the Company's station at Maudland Bank, Preston; and 6d more is charged to or from the North Union station.

Omnibuses and other conveyances run between Kirkham and Lytham, and Poulton and Blackpool, in connexion with the trains.

FARES ON SUNDAYS will be as follows, viz:—Preston to Fleetwood (Maudland station), 1st cls. 3s 6d; there and back, 6s—2d cls. 2s 6d; there and back 4s, 3d cls. 1s 6d; there and back 2s 6d. Preston to Poulton (Maudland station) 1st cls 2s 9d; there and back 4s 6d—2d cls 2s; there and back 3s—3rd cls 1s 3d; there and back, 2s—Preston to Kirkham (Maudland station) 1st cls 1s 6d; there and back 2s 6d—2d cls 1s; there and back 1s 6d—3rd cls 6d; there and back 1s From Fleetwood and Poulton to Bolton, 8.25 a.m. & 3.10 p.m. mixed. From Bolton to Fleetwood and Poulton, 8½ a.m. and 2½ p.m. mixed.

Fares from Fleetwood to Bolton, 1st class, 10s; second, 7s.

Poulton to Bolton, first class, 9s; second 6s 6d.

Fleetwood and Poulton to Liverpool and Manchester, first class, 8.25 a.m. mixed 2.50 p.m.

Liverpool to Fleetwood and Poulton, 8½ a.m., 2½ p.m. mixed

Manchester to Fleetwood and Poulton, 9 a.m., 2½ p.m. mixed

On Sundays, from Liverpool to Manchester, 7 a.m. mixed.

FARES.—Fleetwood to Manchester or Liverpool 12s 6d and 9s; from Poulton 11s 6d and 8s.

Carriages—4 wheels, £2; 2 wheels, £1 10; One horse, £1 2s 6d; two horses, £1 19s; three horses, £2 8s.

Fleetwood to London (by Birmingham), 1st cl. 8.25 a.m., mail 2.50 p.m. London to Fleetwood, first class, 8½ p.m. mail.

FARES.—Passengers to London £3 8s.

Carriages, 4 wheels, £8 5s., 2 wheels, £7. One horse, £5 12s 6d; 2, £9 9s; 3, £12 8s, (if in the same box and the same property)

### NEWCASTLE AND NORTH SHIELDS.

From Newcastle to North Shields, 7, 8, 8½, 9, 9½, 10, 11 & 12 a.m.;

1, 2, 2½, 3, 3½, 4, 4½, 5, 6, 7, 8 & 8½ p.m.

From North Shields to Newcastle, 7½, 8½, 9, 9½, 10, 10½ 11½ & 12½ a.m.;

1½, 2½, 3, 3½, 4, 4½, 5, 5½, 6½, 7½, 8½ and 9 p.m.

**On Sundays** from Newcastle, 8, 9, 9½, 10 and 10½ a.m.; 1, 1½, 2, 2½, 3, 4, 5, 6, 6½, 7, 7½, 8, and 8½ p.m. From North Shields, 8½, 9½, 10a and 10½ a.m.; 1, 1½, 2½, 3½, 4½, 5½, 6½, 7½, 8, 8½, 9, & 9½ p.m.

Saturday Afternoons, a train from each terminus every half-hour, viz.: Newcastle, 2 o'clock until half-past 8; Shields, ¼-past 2 until 9.

FARES.—First class, 9d; second class, 6d. From the intermediate stations, first class, 6d; second class, 4d.



**EDINBURGH AND GLASGOW.**

From each end, at 7, 9, and 11 a.m.; 3, 5, and 7 p.m.

The 7 a.m. Down, and 3 & 7 p.m. Up, call at Bishopbridge, Kirkintilloch, Croy, Castlecary, Falkirk, and Linlithgow. The 3 p.m. Up also at Winchburgh, and 7 a.m. Down & 7 p.m. Up, at Ratho. The 11 a.m. Up and Down, at Linlithgow, Falkirk, Castlecary and Kirkintilloch. The 9 a.m. & 5 p.m., Up & Down, at all the stations.

The 7 a.m. Up, and 3 & 7 p.m. Down, call at Corstorphine, Ratho, Winchburgh, Linlithgow, Polmont, Falkirk, and Castlecary. The 7 a.m. Up also at Gogar, and 3, 7 p.m. Kirkintilloch.

**Sunday Trains** run from each end, at 7½ a.m. and 5½ p.m., calling at all the stations

All the trains carry first, second, and third class passengers, except those at 7 a.m., which carry only first and second.

First class elegant Coupe carriages run with the 11 a.m. and 8 p.m. Up and Down trains only, unless specially asked for.

**FARES.**—First cl., 8s.—(Coupe 9s., fourth person 8s.)—second class, 6s.; third class, 4s.

**Goods' Trains** from both ends at 6 o'clock every morning, to which third class passenger carriages are attached. Fare 2s. 6d., performing the journey in 3½ hours.

Passengers will be booked to and from Edinburgh and Stirling, and to and from Glasgow and Stirling by the 7, & 11, a.m., 3 and 5 p.m. trains, from each end.

**GARNKIRK AND GLASGOW.**

Glasgow to Airdrie, &c. 7½ and 10½ a.m., 1½ and 5 p.m.

Airdrie to Glasgow, &c. 8½ and 11½ a.m., 2½ and 6½ p.m.

The Wishaw and Coltness railway coach, from Holytown and Newarthill, joins the morning train from Gartsherrie to Glasgow and returns with the last afternoon train.

**DUNDEE AND NEWTYLE.**

Dundie to Newtyle at 8 and 11 a.m., 2 and 5 p.m.

Newtyle to Dundie at 8 and 11 a.m., 2 and 5 p.m.

Newtyle to Coupar Angus at 9½ a.m., 12½, 3½, 6½ p.m., and from Newtyle to Glamis at the same hours.

Coupar Angus to Newtyle 7½, 10½ a.m., 1½, 4½ p.m.

From Glamis to Newtyle at 7, 10 a.m., 1, 4 p.m.

On the Coupar Railway, passengers are taken up and set down at New Washington, Ardler Depot, and Coupar Angus; and on the Glamis way, at Newtyle, Kirkinch, Leason Hill, Eassie, and Glamis.

**GLASGOW, PAISLEY, & GREENOCK.**

From Glasgow, at 8 and 10½ a.m., 12 noon, 2½, 3, 4, 5½, and 8 p.m.

From Greenock, at 8½, 9½ & 10½ a.m., 12½, 1½, 3½, 6½ & 8½ p.m.

No trains on Sundays.

The trains marked (†) stop at the Houston and Bishopton stations. All the trains stop at the Paisley and Port Glasgow stations.

Fares between Glasgow and Greenock—First Class, 2s. 6d.; second class, 1s. 6d.; and third class fares between Glasgow and Greenock, Gourock and Helensburgh, 6d.; Row, Roseneath, Gareloch-head, Dunoon & Rothesay, 9d.

**GLASGOW, PAISLEY, KILMARNOCK, & AYR.**

Glasgow to Ayr & Ardrossan, 7½ and 10½ a.m., 1½ and 4½ 6½ p.m.

Ayr to Glasgow, 8 and 11½ a.m., and 2½ 5½ and 7 p.m.

**FARES** from Glasgow to Johnstone, 1s 6d—1s—6d; to Lochwinnoch, 2s 6d—1s 8d—1s 2d; to Belth, 2s 9d—2s—1s 3d; to Kilbirnie, 3s—2s 2d—1s 6d; to Dalry, 3s 6d—2s 3d—1s 8d; to Kilwinning, 4s—2s 6d—2s; Irvine, 4s 6d—3s—2s 2d; to Troon, 5s—3s 6d—2s 6d; Monkton and Prestwick, 5s 6d—3s 9d—2s. 9d; Ayr, 6s—4s—3s; Ardrossan, 5—3s 3d.

† Three classes of carriages between Glasgow and Johnstone, but only first and second between Johnstone and Ayr.

The trains only which leave Glasgow at 7½, and 8½, and Ayr at 8 and 7, will call at the Kilbirnie station; and have 3rd class carriages throughout.

**ARBRATH AND FORFAR.**

From Forfar to Arbroath, 7 and 10½ a.m. 1½, 4½ and 7 p.m.

From Arbroath to Forfar, 8½ and 12½ a.m. 3, 5½ and 8½ p.m.

**FARES**—First class, 2s 3d; second class, 1s 9d; third, 1s 3d

**DUNDEE AND ARBROATH.**

(Summer Arrangements.)

m Dundee, 7½, 10½, and mail 11½ a.m. 1½, 4½, 7½ (and 8½ p.m.

to Broughty Ferry only)

F. Arbroath 8½ and 11½ a.m. 1 mail, 3½, 5½, 8½ (& 8½ p.m. from

Broughty Ferry.

F.S.—Dundee to Arbroath, 2s 6d—2s—1s 6d. Mail, 3s—2s 6d.

Passengers wishing to proceed, will find a coach waiting to

convey them, free of charge, between the Arbroath station of the

Railway, and the Arbroath station of this railway.

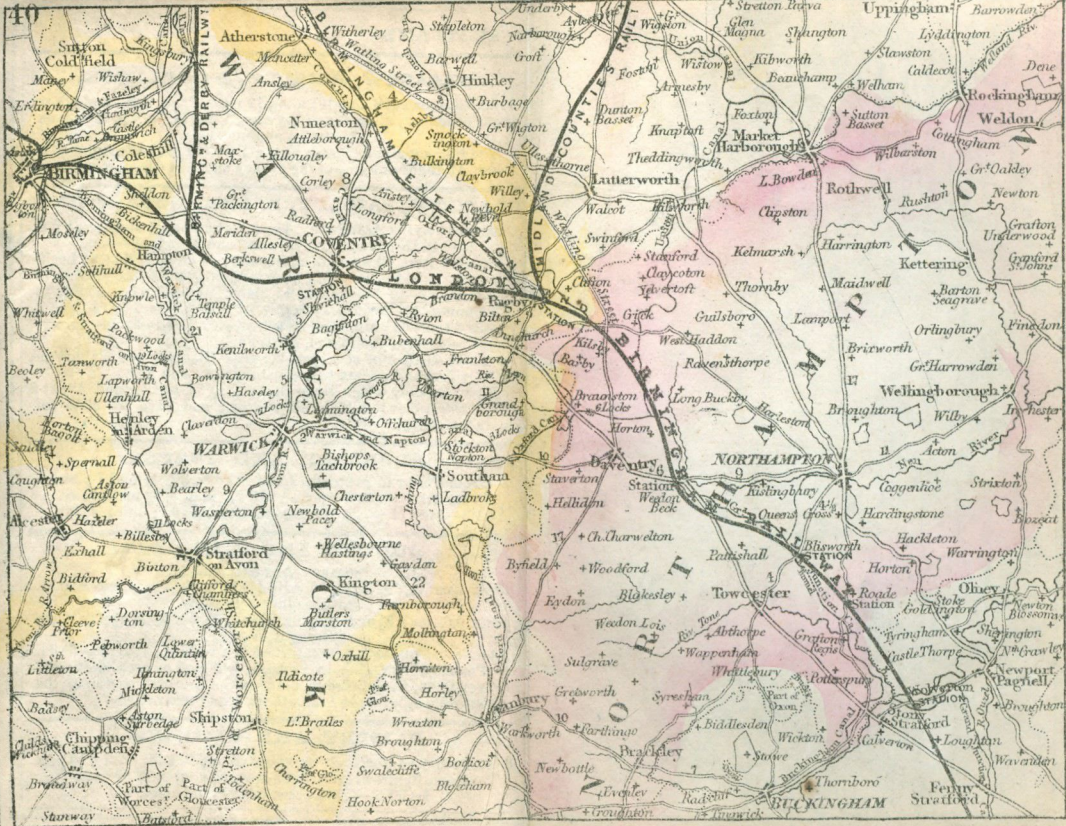
**PAISLEY AND RENFREW.**

From Paisley to Renfrew every hour from 6 15 a.m. until 8 15 p.m.

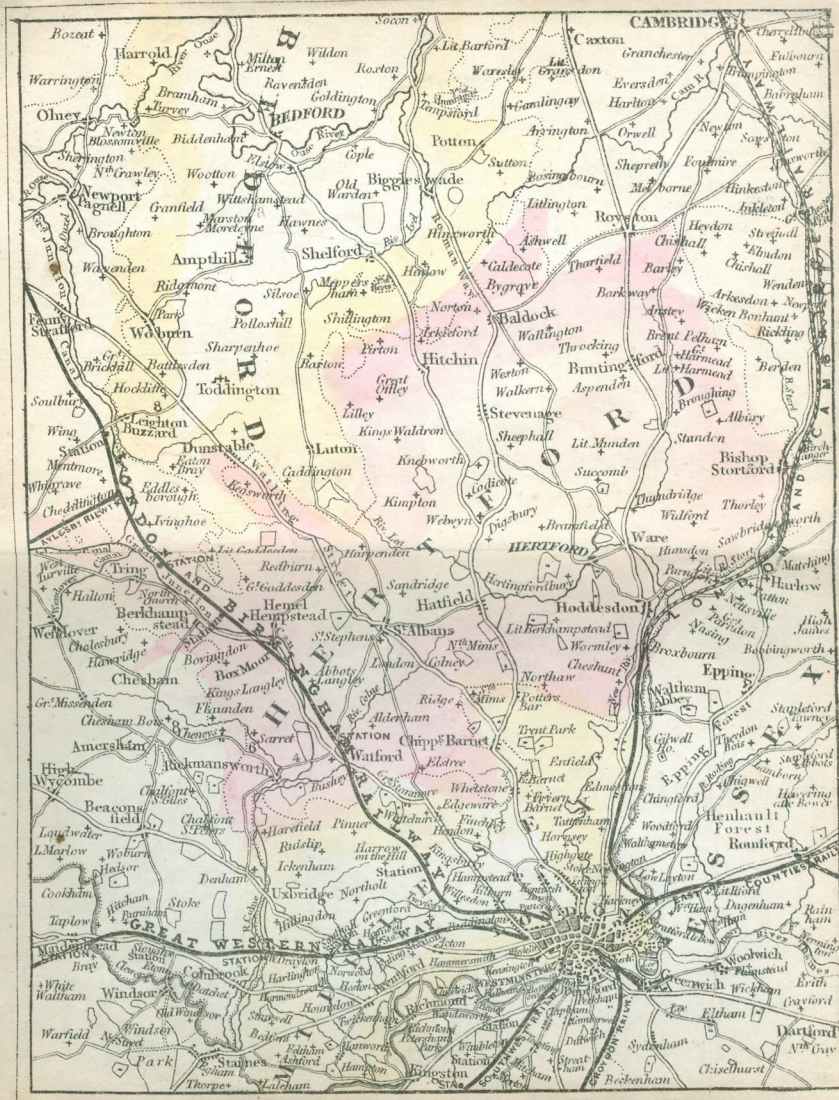
Renfrew, every hour from 6½ a.m. until 8½ p.m.

**FARES.**—First class, 6d; second class, 4d.

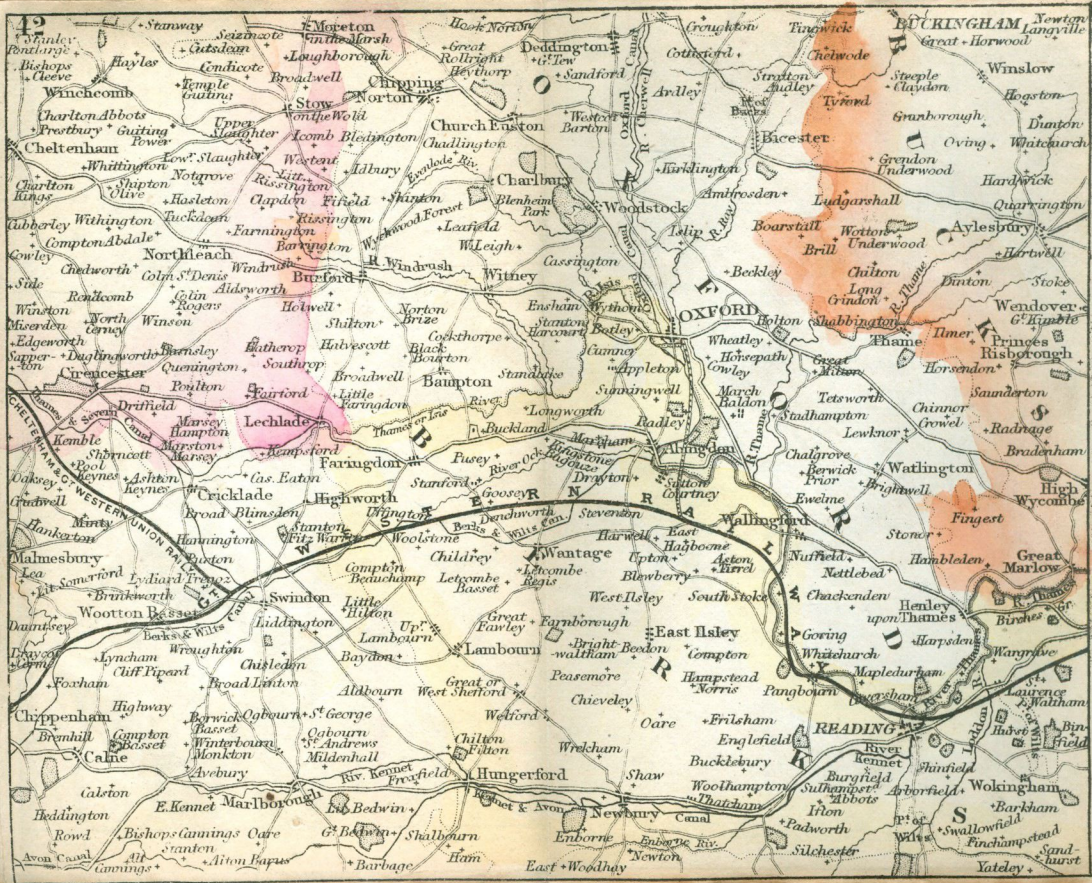




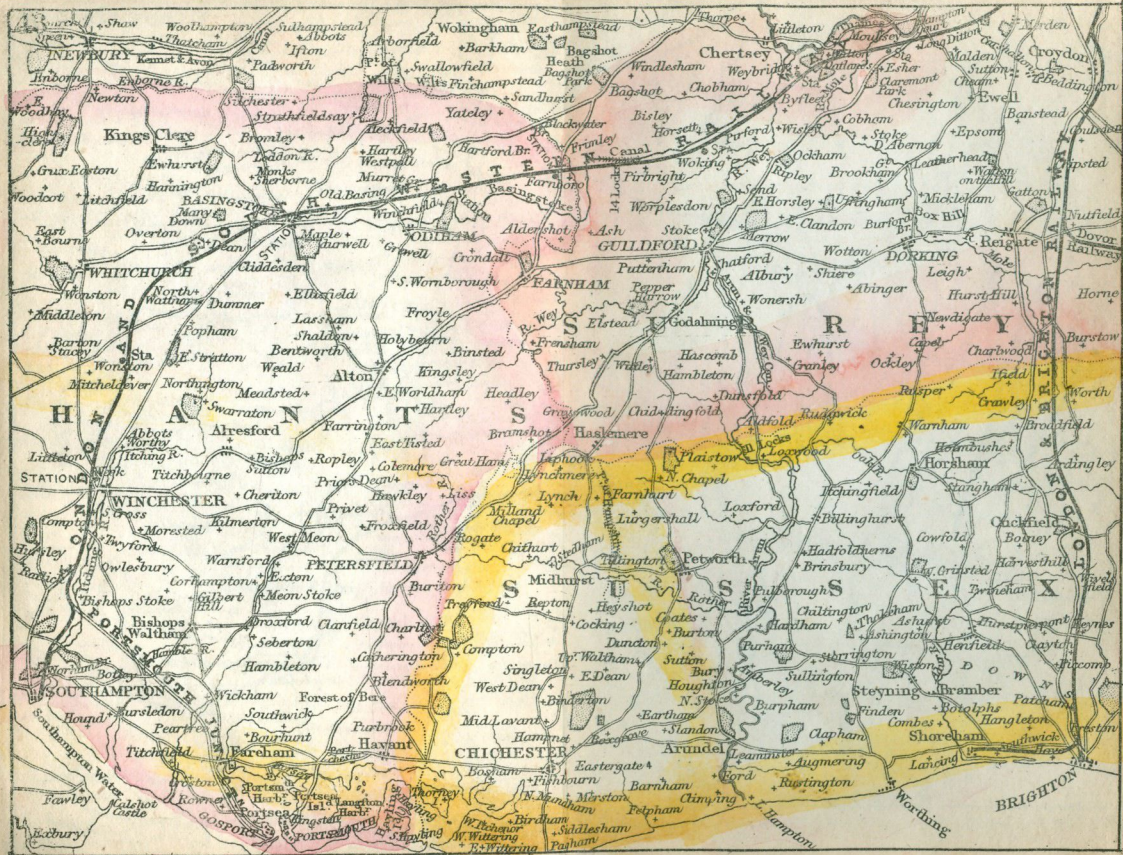






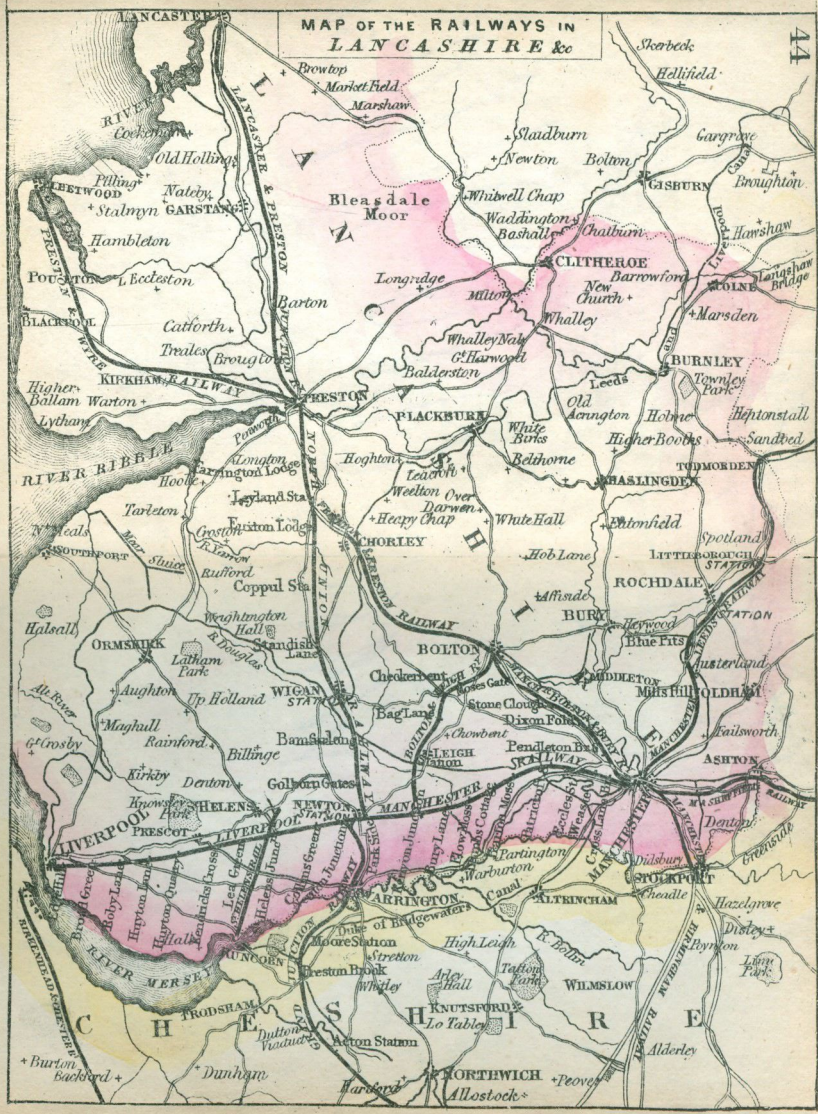




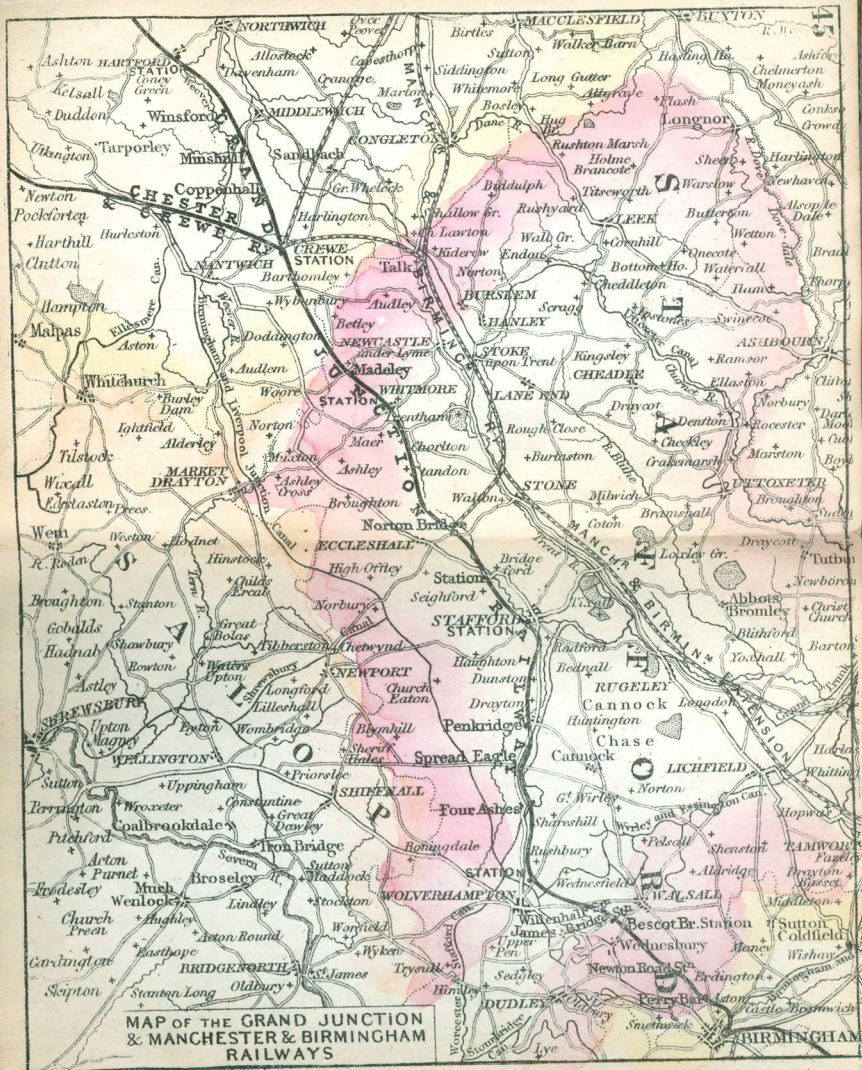




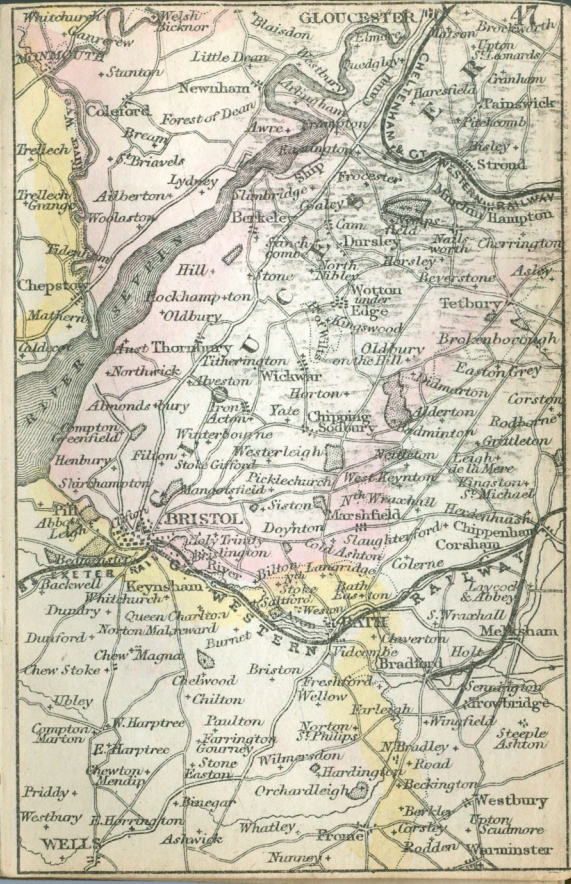
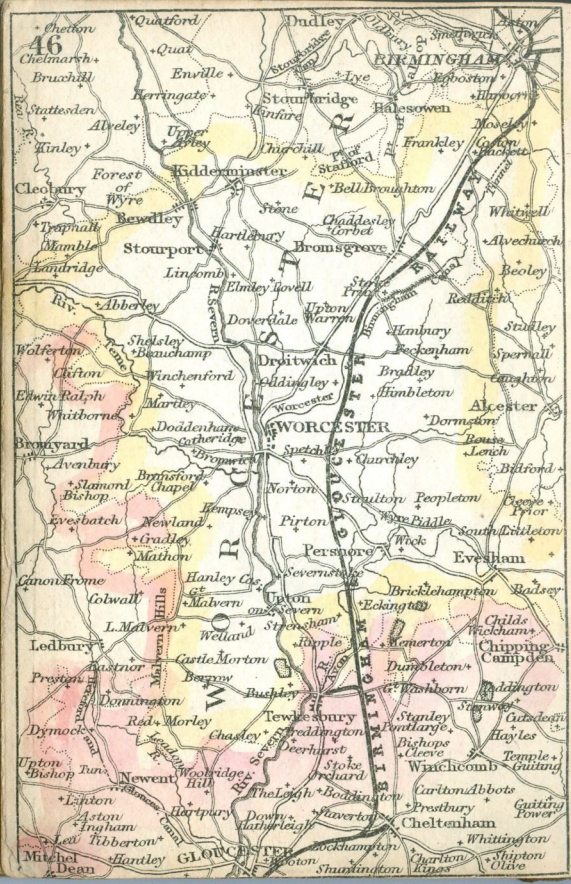
# MAP OF THE RAILWAYS IN LANCASHIRE &c





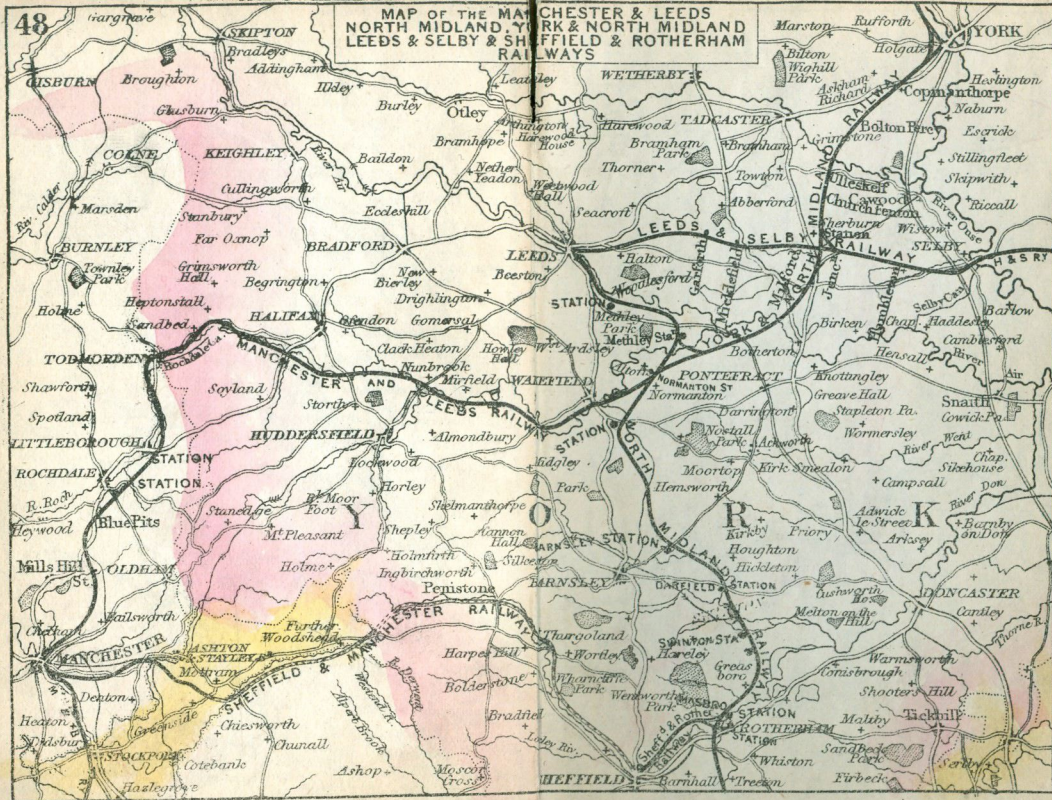




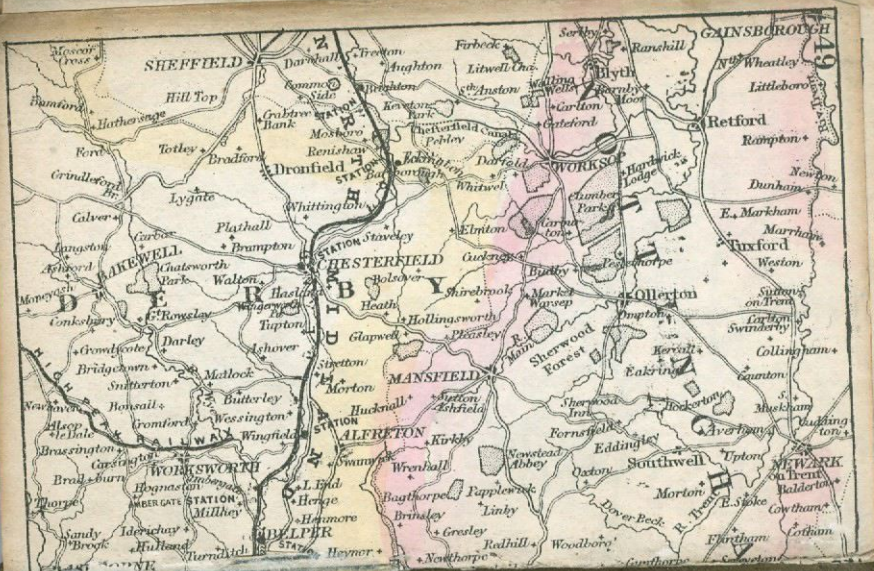




# MAP OF THE MANCHESTER & LEEDS NORTH MIDLAND, YORK & NORTH MIDLAND LEEDS & SELBY & SHEFFIELD & ROTHERHAM RAILWAYS



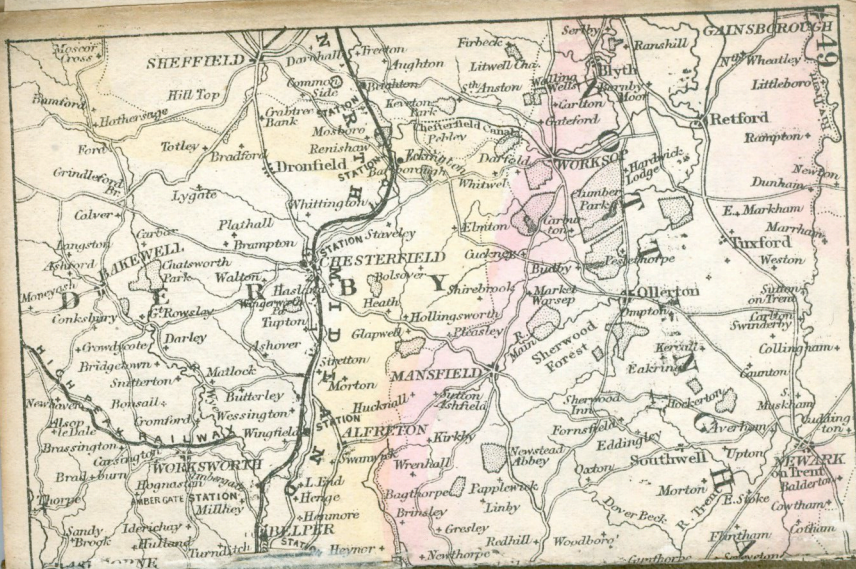




Names of Railways in England, as numbered in the Map

|                                                   | Miles           | Amt. of share. |                                   | Miles          | Amt. of share. |
|---------------------------------------------------|-----------------|----------------|-----------------------------------|----------------|----------------|
| 1. Birmingham & Derby Junction                    | 38 <sup>3</sup> | £ 100          | 21. Manchester and Birmingham     | 45             | £70            |
| 2. Birmingham and Gloucester..                    | 52              | 100            | 21. Manchester & Birmingham Ex    | 60             | 100            |
| 3. Birmingham, Bristol, & Thames Junction .. .. . | 3               | 20             | 22. Manchester and Leeds ..       | 60             | 100            |
| 4. Bolton and Leigh .. .. .                       | 10              | 100            | 23. Manchester, Bolton, & Bury    | 10             | 100            |
| 4. Kenyon and Leigh .. .. .                       | 10              | 100            | 24. Maryport and Carlisle ..      | 28             | 50             |
| 5. Bristol and Exeter .. .. .                     | 76              | 100            | 25. Midland Counties .. ..        | 57             | 100            |
| 6. Bolton and Preston .. .. .                     | 14              | 50             | 26. Newcastle and Carlisle ..     | 61             | 100            |
| 7. Chester and Birkenhead ..                      | 15              | 50             | 27. Newcastle and North Shields   | 6 <sup>3</sup> | 50             |
| 7. Chester and Crewe .. .. .                      | 18              | 50             | 28. North Midland .. .. .         | 72             | 100            |
| 8. Cromford and High Peak ..                      | 32 <sup>3</sup> | —              | 29. North Union .. .. .           | 22             | 75             |
| 9. Croydon .. .. .                                | 10              | —              | 30. Northern and Eastern ..       | 52             | 100            |
| 10. Eastern Counties .. .. .                      | 126             | 25             | 31. St. Helen's and Runcorn Gap   | 8              | 100            |
| 11. Grand Junction .. .. .                        | 97              | —              | 32. Sheffield and Manchester ..   | 40             | 100            |
| 12. Great North of England ..                     | 74              | 100            | 33. Sheffield and Rotherham ..    | 6              | 25             |
| 13. Great Western .. .. .                         | 117             | 100            | 34. Stockton and Darlington ..    | 25             | 100            |
| 14. Hull and Selby .. .. .                        | 30              | 50             | 35. York and North Midland..      | 23             | 50             |
| 15. Lancaster and Preston Junction                | 20              | 50             | 36. South Eastern and Dover ..    | 67             | 50             |
| 16. Leeds and Selby .. .. .                       | 20              | 100            | 37. Canterbury and Whitstable     | 6              | 50             |
| 17. Leicester and Swannington ..                  | 16              | 50             | 38. Greenwich .. .. .             | 4              | 20             |
| 18. Liverpool and Manchester                      | 31              | 100            | 39. Preston and Wyre .. ..        | 19             | 50             |
| 19. London and Birmingham ..                      | 112             | 100            | 40. Taff Vale .. .. .             | —              | —              |
| 20. London and Southampton ..                     | 76              | —              | 41. Manchester & Bolton Extension | —              | —              |
|                                                   |                 |                | 42. London and Brighton ..        | 46             | —              |







# Names of Railways in England, as numbered in the Map

|                                                   | Miles.           | Amt. of share. |                                   | Miles.          | Amt. of share. |
|---------------------------------------------------|------------------|----------------|-----------------------------------|-----------------|----------------|
| 1. Birmingham & Derby Junction                    | 38 $\frac{1}{2}$ | £ 100          | 21. Manchester and Birmingham     | 45              | £70            |
| 2. Birmingham and Gloucester..                    | 52               | 100            | 21. Manchester & Birmingham Ex    |                 | 70             |
| 3. Birmingham, Bristol, & Thames Junction .. .. . | 3                | 20             | 22. Manchester and Leeds ..       | 60              | 100            |
| 4. Bolton and Leigh .. .. }                       | 10               | 100            | 23. Manchester, Bolton, & Bury    | 10              | 100            |
| 4. Kenyon and Leigh .. .. }                       |                  |                | 24. Maryport and Carlisle ..      | 28              | 50             |
| 5. Bristol and Exeter .. ..                       | 76               | 100            | 25. Midland Counties .. ..        | 57              | 100            |
| 6. Bolton and Preston .. ..                       | 14               | 50             | 26. Newcastle and Carlisle ..     | 61              | 100            |
| 7. Chester and Birkenhead ..                      | 15               | 50             | 27. Newcastle and North Shields   | 6 $\frac{3}{4}$ | 50             |
| 7. Chester and Crewe .. ..                        | 18               | 50             | 28. North Midland .. .. .         | 72              | 100            |
| 8. Cromford and High Peak ..                      | 32 $\frac{3}{4}$ | —              | 29. North Union .. .. .           | 22              | 75             |
| 9. Croydon .. .. .                                | 10               | —              | 30. Northern and Eastern .. ..    | 52              | 100            |
| 10. Eastern Counties .. ..                        | 126              | 25             | 31. St. Helen's and Runcorn Gap   | 8               | 100            |
| 11. Grand Junction .. .. .                        | 97               | —              | 32. Sheffield and Manchester ..   | 40              | 100            |
| 12. Great North of England ..                     | 74               | 100            | 33. Sheffield and Rotherham..     | 6               | 25             |
| 13. Great Western .. .. .                         | 117              | 100            | 34. Stockton and Darlington ..    | 25              | 100            |
| 14. Hull and Selby .. .. .                        | 30               | 50             | 35. York and North Midland..      | 23              | 50             |
| 15. Lancaster and Preston Junction                | 20               | 50             | 36. South Eastern and Dover ..    | 67              | 50             |
| 16. Leeds and Selby .. .. .                       | 20               | 100            | 37. Canterbury and Whitstable     | 6               | 50             |
| 17. Leicester and Swannington ..                  | 16               | 50             | 38. Greenwich .. .. .             | 4               | 20             |
| 18. Liverpool and Manchester                      | 31               | 100            | 39. Preston and Wyre .. ..        | 19              | 50             |
| 19. London and Birmingham ..                      | 112              | 100            | 40. Taff Vale .. .. .             | —               | —              |
| 20. London and Southampton ..                     | 76               | —              | 41. Manchester & Bolton Extension | —               | —              |
|                                                   |                  |                | 42. London and Brighton ..        | 46              | —              |



## CAB FARES

TO OR FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,

## LONDON.

A Two-Horse Coach charged one-half more.

| FROM                              | Birmingham<br>Station. | Euston squ. | Grt. Western<br>Station,<br>Paddington. | Sh. Western<br>Station,<br>Nine Elms. | Brighton<br>Station,<br>London Bdg | Est. County<br>Station,<br>Shore Ditch. |
|-----------------------------------|------------------------|-------------|-----------------------------------------|---------------------------------------|------------------------------------|-----------------------------------------|
| Adelphi terrace .....             | 1s 8d                  | 2s 4d       | 1s 8d                                   | 1s 8d                                 | 2s 0d                              |                                         |
| Admiralty .....                   | 1 8                    | 2 4         | 1 4                                     | 1 8                                   | 2 4                                |                                         |
| Alldgate pump .....               | 2 4                    | 3 4         | 2 4                                     | 0 8                                   | 1 0                                |                                         |
| Aldersgate st., (Long lane) ..    | 1 8                    | 3 0         | 2 8                                     | 1 0                                   | 1 0                                |                                         |
| Baker street, Crawford st. ..     | 1 0                    | 1 0         | 2 4                                     | 2 8                                   | 3 0                                |                                         |
| Bank of England .....             | 1 8                    | 3 0         | 2 4                                     | 0 8                                   | 0 8                                |                                         |
| Battersea bridge .....            | 3 4                    | 3 0         | 1 8                                     | 4 0                                   | ..                                 |                                         |
| Bayswater road, Albion st. ..     | 1 8                    | 0 8         | 2 4                                     | 3 4                                   | 3 4                                |                                         |
| Ditto Flora garden .....          | 2 0                    | 0 8         | 2 4                                     | 3 8                                   | 3 4                                |                                         |
| Bedford row .....                 | 1 0                    | 2 4         | 2 4                                     | 1 8                                   | 1 8                                |                                         |
| Ditto square .....                | 0 8                    | 2 0         | 2 0                                     | 2 0                                   | 2 0                                |                                         |
| Belgrave square, Halkin st. ..    | 2 0                    | 1 8         | 1 8                                     | 2 8                                   | 3 4                                |                                         |
| Birmingham railway station ..     | ..                     | 1 8         | 2 8                                     | 2 4                                   | 4 0                                |                                         |
| Bishopsgate st., Four Swans. ..   | 2 4                    | 3 4         | 2 8                                     | 1 0                                   | 0 8                                |                                         |
| Blackfriars rd. Stamford st. ..   | 1 8                    | 2 8         | 1 8                                     | 0 8                                   | 1 4                                |                                         |
| Ditto bridge street .....         | 1 8                    | 2 8         | 1 8                                     | 1 0                                   | 1 4                                |                                         |
| Blackwall Railway .....           | 2 8                    | 3 8         | 2 8                                     | 1 0                                   | 1 0                                |                                         |
| Bloomsbury square .....           | 0 8                    | 2 0         | 2 0                                     | 1 8                                   | 1 8                                |                                         |
| Bond street, Oxford-street ..     | 1 4                    | 1 4         | 2 4                                     | 2 4                                   | 2 8                                |                                         |
| British Museum .....              | 0 8                    | 2 0         | 2 0                                     | 2 0                                   | 2 0                                |                                         |
| Brighton railway station ..       | 2 4                    | 3 8         | 2 0                                     | 1 8                                   | 1 4                                |                                         |
| Bricklayers' arms .....           | 2 8                    | 3 8         | 1 8                                     | 0 8                                   | 1 8                                |                                         |
| Brixton church .....              | 3 4                    | 4 0         | 1 8                                     | 2 0                                   | 3 4                                |                                         |
| Bryanston square .....            | 1 4                    | 1 0         | 2 4                                     | 3 0                                   | 3 0                                |                                         |
| Buckingham gate .....             | 2 0                    | 2 0         | 1 4                                     | 2 8                                   | 3 0                                |                                         |
| Camden town, Union-terrace ..     | 0 8                    | 2 4         | 3 0                                     | 2 8                                   | 2 4                                |                                         |
| Cavendish square .....            | 1 0                    | 1 4         | 2 4                                     | 2 4                                   | 2 4                                |                                         |
| Charles-street, Oxford-street. .. | 1 0                    | 1 8         | 2 0                                     | 2 0                                   | 2 0                                |                                         |
| Chancery lane .....               | 1 0                    | 2 4         | 2 0                                     | 1 4                                   | 1 4                                |                                         |
| Charing cross .....               | 1 4                    | 2 0         | 1 8                                     | 2 0                                   | 2 0                                |                                         |
| Cheapside .....                   | 1 8                    | 3 0         | 2 4                                     | 0 8                                   | 1 9                                |                                         |

| FROM                               | Birming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Bright-<br>on. | Eastern<br>Counties. |
|------------------------------------|------------------|------------------------|------------------------|----------------|----------------------|
| Chelsea Hospital .....             | 2 8              | 2 8                    | 1 8                    | 2 8            | 3 8                  |
| City road, Old street .....        | 1 8              | 3 0                    | 2 8                    | 1 4            | 0 8                  |
| Ditto Goswell st. road. ....       | 1 0              | 2 8                    | 3 0                    | 1 8            | 1 4                  |
| Clapham common windmill .....      | 3 0              | 3 8                    | 1 8                    | 2 8            | 3 0                  |
| Ditto road, Stockwell rd .....     | 3 0              | 3 8                    | ..                     | ..             | 3 0                  |
| Clerkenwell green .....            | 1 4              | 2 8                    | 2 8                    | 1 4            | 1 4                  |
| Cobham row .....                   | 1 4              | 2 8                    | 2 8                    | 1 8            | 1 4                  |
| Compton st. Burton Crescent ..     | 0 8              | 2 0                    | 2 8                    | 2 0            | 2 0                  |
| Commercial road, Dock st. ....     | 2 8              | 4 0                    | 3 8                    | 1 8            | 1 8                  |
| Cornhill .....                     | 2 0              | 3 0                    | 2 4                    | 0 8            | 0 8                  |
| Covent garden theatre .....        | 1 0              | 2 0                    | 2 0                    | 1 8            | 2 0                  |
| Covent garden, Henrietta st. ....  | 1 4              | 2 0                    | 1 8                    | 1 8            | 2 0                  |
| Custom house stairs .....          | 2 4              | 3 8                    | 2 4                    | 0 8            | 1 0                  |
| Colosseum .....                    | 1 0              | 1 8                    | 2 8                    | 3 0            | 3 0                  |
| Drury lane theatre .....           | 1 0              | 2 0                    | 2 0                    | 1 4            | 1 8                  |
| Eaton square .....                 | 2 4              | 2 0                    | 1 4                    | 2 4            | 3 4                  |
| Edgeware rd. Nutford place .....   | 1 4              | ..                     | 1 4                    | 3 0            | 3 0                  |
| Eastern counties railway st. ....  | 2 8              | 3 8                    | 2 8                    | 1 0            | ..                   |
| Finsbury square .....              | 2 0              | 3 0                    | 2 8                    | 1 0            | 0 8                  |
| Fleet-street, obelisk .....        | 1 4              | 2 8                    | 2 4                    | 1 0            | 1 4                  |
| Foundling Hospital .....           | 1 0              | 2 4                    | 2 8                    | 1 8            | 2 0                  |
| Gloucester pl. lwr. York pl. ....  | 1 0              | 1 0                    | 2 4                    | 2 8            | 3 0                  |
| General Post Office .....          | 1 8              | 3 0                    | 2 8                    | 1 0            | 1 0                  |
| Goswell street, Seward st. ....    | 1 4              | 2 8                    | 2 8                    | 1 8            | 1 0                  |
| Gray's Inn gate .....              | 1 4              | 2 4                    | 2 4                    | 1 4            | 1 4                  |
| Grays inn lane, Portpool ln. ....  | 1 0              | 2 4                    | 2 4                    | 1 4            | 1 8                  |
| Great Western railway st. ....     | 1 8              | ..                     | 3 0                    | 3 8            | 3 8                  |
| Greenwich railway station. ....    | 2 4              | 3 8                    | 2 0                    | ..             | 1 0                  |
| Grosvenor square .....             | 1 4              | 1 4                    | 2 0                    | 2 8            | 2 8                  |
| Gracechurch st. Spread Egl .....   | 2 0              | 3 4                    | 2 4                    | 1 8            | 0 8                  |
| Guildford st. Grenville st. ....   | 0 8              | 2 0                    | 2 4                    | 1 8            | 1 8                  |
| Hatton garden, Holborn. ....       | 1 4              | 2 4                    | 2 4                    | 1 4            | 1 4                  |
| Hackney rd. Gloucester pl. ....    | 2 4              | 4 4                    | 3 4                    | 1 8            | 0 8                  |
| Hampstead rd. Chalk farm .....     | 1 0              | 1 8                    | 3 4                    | 3 0            | 2 0                  |
| Hanover square .....               | 1 4              | 1 4                    | ..                     | 2 4            | 2 4                  |
| Harley street .....                | 0 8              | 1 0                    | 2 4                    | 3 0            | 2 8                  |
| Haymarket .....                    | 1 4              | 2 0                    | 1 8                    | 2 0            | 2 4                  |
| High street, Mary-le-bone .....    | 1 0              | 1 0                    | 2 8                    | 2 8            | 2 8                  |
| Holborn, Drury lane .....          | 1 0              | 2 0                    | 2 0                    | 1 8            | 1 8                  |
| Ditto Fetter lane .....            | 1 4              | 2 4                    | 2 4                    | 1 4            | 1 4                  |
| House of Commons .....             | 1 8              | 2 4                    | 1 4                    | 1 8            | 2 4                  |
| Hyde pk. corner, Piccadilly .....  | 1 8              | 2 0                    | 1 8                    | 2 8            | 3 0                  |
| Hatchett's Hotel, Piccadilly ..... | 1 8              | 1 8                    | 2 0                    | 2 4            | 2 8                  |
| Islington, Angel .....             | 1 0              | 2 8                    | 3 0                    | 1 8            | 1 4                  |
| Ditto Green .....                  | 1 4              | 2 8                    | 3 4                    | 2 0            | 1 4                  |



| FROM                               | Birm-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|------------------------------------|---------------|------------------------|------------------------|----------------|---------------------------|
| India House.....                   | 2 0           | 3 4                    | 2 0                    | 0 8            | 0 8                       |
| Kennington, the horns.....         | 2 8           | 3 4                    | 1 0                    | 1 4            | 2 4                       |
| Kennington, Com. church.....       | 3 0           | 3 8                    | 0 8                    | 1 4            | 2 4                       |
| Kensington crge. en. Hyd. pk.....  | 3 0           | 2 4                    | 2 8                    | 3 8            | 3 8                       |
| Kennington turnpike.....           | 2 8           | 3 8                    | 1 0                    | 1 4            | 2 4                       |
| Ditto lane, vauxhall st.....       | 2 4           | 3 4                    | 0 8                    | 1 8            | 2 4                       |
| Kensington Gore, hawfy house.....  | 2 4           | 2 4                    | 2 0                    | 3 0            | 3 4                       |
| Ditto Gravel pits.....             | 2 4           | 1 4                    | 3 0                    | 3 8            | 3 8                       |
| Kentish Town, Traf. place.....     | 1 0           | 2 4                    | 3 8                    | 2 8            | 2 4                       |
| King's Cross, New road.....        | 0 8           | 2 0                    | 3 0                    | 2 0            | 1 8                       |
| King street, Guildhall.....        | 2 0           | 3 0                    | 2 8                    | 0 8            | 1 0                       |
| Knightsbridge Wilton pice.....     | 2 0           | 1 8                    | 1 8                    | 2 8            | 3 0                       |
| Knightsbridge, Sloan street.....   | 2 0           | 1 8                    | 1 8                    | 2 8            | 3 0                       |
| Lambeth palace.....                | 2 4           | 3 0                    | 1 4                    | 1 4            | 2 0                       |
| Lad lane, swan with 2 necks.....   | 1 8           | 3 0                    | 2 4                    | 0 8            | 1 0                       |
| Lamb's, Condt. st. Gt. Or. st..... | 0 8           | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| Leicester square.....              | 1 4           | 2 0                    | 1 8                    | 2 0            | 2 4                       |
| Lincoln's Inn Fields.....          | 1 0           | 2 4                    | 2 0                    | 1 4            | 1 8                       |
| London & Southamp. railway.....    | 2 8           | 3 0                    | ..                     | 2 0            | 2 8                       |
| London Bridge Wharf.....           | 2 0           | 3 4                    | 2 0                    | 0 8            | 1 0                       |
| Long Acre, St. Martin's lane.....  | 1 0           | 2 0                    | 1 8                    | 1 8            | 2 0                       |
| Long Lane, Charterhouse st.....    | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 0                       |
| Manchester Square.....             | 1 4           | 1 0                    | 2 4                    | 2 8            | 2 8                       |
| Marsh Gate, Lambeth.....           | 2 0           | 2 8                    | 1 4                    | 1 0            | 2 0                       |
| Mansion House.....                 | 1 8           | 3 0                    | 2 4                    | 0 8            | 0 8                       |
| Mill End Turnpike.....             | 3 0           | 4 0                    | 3 0                    | 1 4            | 1 4                       |
| Montague Square.....               | 1 4           | 1 0                    | 2 4                    | 3 0            | ..                        |
| Moorfields, Ropemaker st.....      | 2 0           | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorfields, Fore street.....       | 2 0           | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| Moorgate street, Lond. Wall.....   | 1 8           | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| New road, Harley street.....       | 0 8           | 1 0                    | 2 4                    | 2 4            | 2 8                       |
| Ditto Tot. court road.....         | 0 8           | 1 8                    | 2 4                    | 2 4            | 2 4                       |
| Newington Butts, Eleph. & C.....   | 2 4           | 3 4                    | 1 4                    | 1 0            | 1 8                       |
| New road, Paddington chap.....     | 1 4           | 0 8                    | 2 8                    | 3 0            | 3 0                       |
| Old Bailey.....                    | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Oxford street, Pantheon.....       | 1 0           | 1 4                    | 2 4                    | 2 4            | 2 4                       |
| Oxford st., Tottenham ct. rd.....  | 1 4           | 1 8                    | 2 0                    | 2 0            | 2 0                       |
| Park lane, Grosvenor street.....   | 1 8           | 1 4                    | 2 0                    | 2 0            | 3 0                       |
| Pentonville, St. James's ch.....   | 0 8           | 2 4                    | 3 0                    | 2 0            | 1 8                       |
| Piccadilly, Ranger's lodge.....    | 1 8           | 1 8                    | 2 0                    | 2 4            | 2 8                       |
| Piccadilly, Burlington arcade..... | 1 4           | 1 8                    | 1 8                    | 2 4            | 2 4                       |
| Pimlico, Eccleston street.....     | 2 4           | 2 0                    | 1 8                    | 2 0            | 3 0                       |
| Portland st., N. Cavendish st..... | 0 8           | 1 4                    | 2 4                    | 2 4            | 2 8                       |
| Portman square.....                | 1 4           | 1 0                    | 2 4                    | 2 8            | 2 8                       |
| Queen's square, Bloomsbury.....    | 1 0           | 2 4                    | 2 4                    | 1 8            | 2 0                       |

| FROM                              | Birm-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|-----------------------------------|---------------|------------------------|------------------------|----------------|---------------------------|
| Queen's sqr., Westminster.....    | 2 0           | 2 4                    | 1 8                    | 1 8            | 2 8                       |
| Ratcliffe Highway.....            | 3 0           | 4 0                    | 3 8                    | 1 4            | 1 4                       |
| Regent Circus, Oxford street..... | 1 0           | 1 4                    | 2 4                    | 4              | 2 4                       |
| Russel Square.....                | 0 8           | 2 0                    | 2 4                    | 8              | 2 0                       |
| Red Lion, Strand.....             | 1 4           | 2 4                    | 2 0                    | 1 4            | 1 8                       |
| St. James's Palace.....           | 1 8           | 2 0                    | 2 0                    | 2 0            | 2 4                       |
| St. Paul's, Ludgate hill.....     | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Shoreditch church.....            | 2 0           | 3 4                    | 3 0                    | 1 4            | 0 8                       |
| Smithfield.....                   | 1 8           | 2 8                    | 2 4                    | 1 0            | 1 0                       |
| Snow hill, King's arms.....       | 1 4           | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Soho Square.....                  | 1 0           | 1 8                    | 2 0                    | 2 0            | 2 0                       |
| Somerset House.....               | 1 4           | 2 4                    | 2 0                    | 1 4            | 2 0                       |
| Sessions House, Clerkenwell.....  | 1 4           | 2 8                    | 2 8                    | 1 4            | 1 4                       |
| Southwark Bridge.....             | 2 0           | 3 0                    | 2 0                    | 0 8            | 1 0                       |
| St. Luke's Hospital.....          | 1 8           | 3 0                    | 3 0                    | 1 4            | 1 0                       |
| Stones end, Borough.....          | 2 4           | 3 4                    | 1 8                    | 0 8            | 1 4                       |
| Temple Bar.....                   | 1 4           | 2 4                    | 2 0                    | 1 4            | 1 8                       |
| The Tower.....                    | 2 4           | 3 4                    | 2 8                    | 1 0            | 1 0                       |
| Vauxhall Bridge Surrey side.....  | 2 4           | 2 8                    | 0 8                    | 1 8            | 2 8                       |
| Victoria Theatre.....             | 1 8           | ..                     | 1 4                    | ..             | 1 8                       |
| Waterloo Bridge, Surrey side..... | 1 4           | 2 4                    | 1 8                    | 1 0            | 1 8                       |
| Watling street, Queen street..... | 1 8           | 3 0                    | 2 0                    | 1 0            | 1 0                       |
| Westminster Ab., West door.....   | 1 8           | 2 4                    | 1 4                    | 1 8            | 2 4                       |
| Westminster Bridge centre.....    | 1 8           | 2 4                    | 1 4                    | 1 8            | 2 0                       |
| Whitechapel.....                  | 2 8           | 3 8                    | 2 8                    | 1 0            | 0 8                       |
| White Conduit House.....          | 1 0           | 2 4                    | 3 4                    | 2 0            | 1 8                       |
| Zoological gard. Regent's pk..... | 1 4           | 2 0                    | 3 4                    | 3 4            | 3 4                       |

N. B. The above Fares being calculated from the respective stands, the charges will vary when parties are taken up at other places. The fares to and from the railways are measured from the *entrances*, and an increase may be claimed when the vehicle is called from any neighbouring stand, or when it enters the yard, to take up or set down.

FARES BY TIME.—For any Time not exceeding thirty minutes, 1s.; above thirty minutes and not exceeding forty-five, 1s. 6d.; above forty-five minutes and not exceeding one hour, 2s.; and for any time exceeding one hour, after the rate of 6d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or distance, but not for both. Cabriolet and one-horse carriage fares are one-third less than the above.



**BIRMINGHAM CAB FARES**

FROM THE RAILWAY STATION, CURZON STREET,

| TO                               | s d | TO                                | s d |
|----------------------------------|-----|-----------------------------------|-----|
| Albion hotel .....               | 1 0 | Icknield bridge, Monumt-rd. 2     | 0   |
| Botanic gardens, Edgbaston 2     | 6   | News room .....                   | 1 0 |
| Bell inn, Bristol road .....     | 1 6 | Old square, Stork hotel .....     | 1 0 |
| Brnmng. Canal off. Paradise-st 1 | 0   | Post office .....                 | 1 0 |
| Crecent (any part) .....         | 1 6 | Plough & Harrow, Hagley rd. 2     | 6   |
| Dee's Royal hotel .....          | 1 0 | Swan hotel .....                  | 1 0 |
| Deaf & Dumb Institutions .....   | 2 6 | St. Martin's church .....         | 1 0 |
| Deritend bridge .....            | 1 0 | St. Philip's ch. (Dee's hotel) 1  | 0   |
| Edgbaston church, by Bris. rd. 2 | 6   | St. George's church .....         | 1 0 |
| „ by Broad street 3              | 0   | St. Mary's chapel .....           | 1 0 |
| Edgbaston, Wellington st. 2      | 0   | St. Paul's chapel, Ludgate hill 1 | 6   |
| Fair View House, Hagley rd. 2    | 6   | Sand pits Tollgate .....          | 2 0 |
| Five ways Tollgate .....         | 2 0 | Trinity chapel, Deritend .....    | 1 6 |
| Free school, New street .....    | 1 0 | Town Hall .....                   | 1 0 |
| General Hospital .....           | 1 0 | Theatre .....                     | 1 0 |
| Hen and Chickens hotel .....     | 1 0 |                                   |     |

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

**BRISTOL FLY FARES**

FROM THE GREAT WESTERN RAILWAY STATION,

| TO                               | s d | TO                               | s d |
|----------------------------------|-----|----------------------------------|-----|
| Bell Vne, Clifton .....          | 1 4 | King's parade .....              | 1 8 |
| Berkeley square .....            | 1 0 | Lawford's gate, Bridewell .....  | 1 0 |
| Blackbird's gate, Stapleton rd 1 | 8   | Montague parade .....            | 1 4 |
| Bottom of Horfield road .....    | 1 0 | Mr. Tyndall's gate .....         | 1 4 |
| Bottom of Park street .....      | 1 0 | 1 Mile stone, Glo'ster road 1    | 8   |
| College street .....             | 1 0 | 1 Mile stone at Baptist mills 1  | 8   |
| Com. pound, Durdham down 2       | 0   | Opposite Mr. Walker's house,     |     |
| Cross roads, Glo'ster road ..... | 1 4 | Redland .....                    | 2 0 |
| Cumberland basin .....           | 1 8 | Public house called the Glass    |     |
| Dowry parade .....               | 1 8 | house, Lawrence hill .....       | 1 4 |
| Glo'ster row, by Richmd. ter. 2  | 0   | Redland court, thro' Stoke's     |     |
| Glo'ster hotel, Hotwells .....   | 1 8 | croft .....                      | 1 8 |
| Great Western Cotton works 1     | 8   | Rownham Ferry, by N gaol 1       | 8   |
| Hotwell house, .....             | 2 0 | Royal Western hotel, Coll. pl. 1 | 0   |
| Hotwell house, via New Gaol 1    | 8   | Saville, by Richmond terracel 8  |     |
| House, called White Ladies 2     | 4   | St. Matthew's church .....       | 1 4 |
| Inns or coach offices in         |     | Top of Stoke's croft .....       | 1 0 |
| Bath st, Thomas st, High         |     | White hart, Limekiln lane. 1     | 0   |
| st, Corn st, Wine street, 1      | 0   | Saville place, Berkeley placel 4 |     |
| Broadmead, or North st           |     | Zoological gardens .....         | 2 4 |

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

**MANCHESTER COACH & CAB FARES,**FROM THE  
LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY  
STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach

| FROM                              | Liverpool<br>Station,<br>Liverpool<br>road. | Leeds<br>Station,<br>Oldham<br>road. | Birming-<br>ham statu.<br>Store<br>street. |
|-----------------------------------|---------------------------------------------|--------------------------------------|--------------------------------------------|
|                                   | 1 H. Cab.<br>s d s d                        | 1 H. Cab.<br>s d s d                 | 1 H. Cab.<br>s d s d                       |
| Albion Hotel, Piccadilly .....    | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Banks, to all in the town .....   | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Blackfriars' inn .....            | 1 00 9                                      | 1 41 0                               | 1 01 0                                     |
| Birmingham Railway station ..     | 1 81 3                                      | 1 41 0                               | .. ..                                      |
| Bolton Railway station .....      | 1 00 9                                      | 1 41 0                               | 2 82 0                                     |
| Bush inn, Deansgate .....         | 1 00 9                                      | 1 41 0                               | 1 00 9                                     |
| Cemetery, Ardwick .....           | 2 41 9                                      | 2 01 6                               | 2 82 0                                     |
| „ Harpurhey .....                 | 3 02 3                                      | 1 81 3                               | 1 00 9                                     |
| „ Rusholme road .....             | 1 81 3                                      | 1 81 3                               | 2 82 0                                     |
| „ Cheetham hill .....             | 3 42 6                                      | 3 82 9                               | 1 41 0                                     |
| Clarence inn, Spring gardens ..   | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Commercial inn, Market street ..  | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Corn Exchange .....               | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Exchange, Market place .....      | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| King's arms, Deansgate .....      | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| Hayward's hotel, Bridge street .. | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| Leeds Railway station .....       | 2 01 6                                      | .. ..                                | 1 81 3                                     |
| Liverpool & Manchester railway    | .. ..                                       | 2 01 6                               | 1 81 3                                     |
| Mosley arms, Piccadilly .....     | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Piccadilly coach stand .....      | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Post Office, Brown street .....   | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Royal hotel, Mosley street .....  | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Rainbow tavern, Market street ..  | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Royal Institution .....           | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| School for the Deaf and Dumb ..   | 1 81 3                                      | 3 02 3                               | 2 82 0                                     |
| Star inn, Deansgate .....         | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| St. Ann's square Coach stand ..   | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| St. Peter's Coach stand .....     | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Talbot inn, Market street .....   | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Thatched House tavern .....       | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Theatre Royal .....               | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Town Hall, King street .....      | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| „ Salford .....                   | 1 00 9                                      | 1 81 3                               | 1 00 9                                     |
| Zoological Gardens .....          | 3 02 3                                      | 3 82 0                               | 3 02 3                                     |



## LIVERPOOL COACH AND CAR FARES

FROM THE  
RAILWAY STATION, LIME STREET.

|                            | Coach | Car |   | Coach | Car |
|----------------------------|-------|-----|---|-------|-----|
|                            | s     | d   | s | d     | d   |
| Abercromby-square          | 1     | 6   | 1 | 0     | 0   |
| Adelphi hotel              | 1     | 0   | 8 | 0     | 0   |
| Aigburth Church            | 5     | 6   | 3 | 8     | 0   |
| Anfield lodge              | 3     | 0   | 2 | 0     | 0   |
| house                      | 3     | 0   | 2 | 0     | 0   |
| Angel hotel                | 1     | 0   | 0 | 8     | 0   |
| Ashfield                   | 5     | 6   | 3 | 8     | 0   |
| Beacon's-gutter            | 2     | 6   | 1 | 8     | 0   |
| Bedford-st, north of Aber- | 1     | 6   | 1 | 0     | 0   |
| cromby-square              | 2     | 0   | 1 | 4     | 0   |
| south of ditto             | 1     | 0   | 0 | 8     | 0   |
| Berry-st, end Knight-st    | 1     | 0   | 0 | 8     | 0   |
| Bevington-bush, top end    | 1     | 6   | 1 | 0     | 0   |
| Bold-st                    | 1     | 0   | 0 | 8     | 0   |
| Boothelower rd, south end  | 3     | 0   | 2 | 0     | 0   |
| First Toll-bar             | 3     | 6   | 2 | 4     | 0   |
| Boothle Church & Village   | 5     | 0   | 3 | 4     | 0   |
| Borough Gaol               | 2     | 0   | 1 | 4     | 0   |
| Botanic Garden (New)       | 2     | 6   | 1 | 8     | 0   |
| Boundary-street, Kirk-     | 2     | 6   | 1 | 8     | 0   |
| dale road, end of          | 2     | 6   | 1 | 8     | 0   |
| Breck-lane, end White-     | 2     | 6   | 1 | 8     | 0   |
| field-lane                 | 3     | 6   | 2 | 4     | 0   |
| Breck-house                | 3     | 6   | 2 | 4     | 0   |
| Brook-ho, Smithdown-la     | 3     | 6   | 2 | 4     | 0   |
| Brougham-terrace           | 1     | 6   | 1 | 0     | 0   |
| Brownlo-st, end Dover-     | 1     | 0   | 0 | 8     | 0   |
| end Brownlow-hill          | 1     | 6   | 1 | 0     | 0   |
| Brunswick-dock (centre)    | 2     | 6   | 1 | 8     | 0   |
| Cabbage-hall               | 3     | 0   | 2 | 0     | 0   |
| Caldarstones, Allerton     | 6     | 0   | 4 | 0     | 0   |
| Canal Packet Station       | 1     | 6   | 1 | 0     | 0   |
| Leeds-street               | 1     | 6   | 1 | 0     | 0   |
| Canning-st, N. Cemetery    | 1     | 6   | 1 | 0     | 0   |
| Percy-street               | 1     | 6   | 1 | 0     | 0   |
| Grove-street               | 2     | 0   | 1 | 4     | 0   |
| Cattle Market (New)        | 3     | 6   | 2 | 4     | 0   |
| Cemetery (New)             | 1     | 6   | 1 | 0     | 0   |
| Chatham-street             | 2     | 0   | 1 | 4     | 0   |
| Chester-st, Upper War-     | 2     | 0   | 1 | 4     | 0   |
| wick-street                | 2     | 0   | 1 | 4     | 0   |
| Childwall                  | 2     | 6   | 1 | 8     | 0   |
| Clarence Dock (centre g)   | 2     | 6   | 1 | 8     | 0   |
| Clayton-square             | 1     | 0   | 0 | 8     | 0   |
| County House of Correc     | 3     | 0   | 2 | 0     | 0   |
| Custom-house               | 1     | 6   | 1 | 0     | 0   |
| Duke-st, end Hanover-st    | 1     | 0   | 0 | 8     | 0   |
| end Berry-street           | 1     | 6   | 1 | 0     | 0   |
| Duke's-place               | 1     | 6   | 1 | 0     | 0   |
| Edge-hill Coffee House     | 2     | 0   | 1 | 4     | 0   |
| Edge-lane hall             | 2     | 6   | 1 | 8     | 0   |
| Everton village, west end  | 1     | 6   | 1 | 0     | 0   |
| Brow, end of Nether-       | 1     | 6   | 1 | 0     | 0   |
| field-road south           | 1     | 6   | 1 | 0     | 0   |
| Crescent                   | 1     | 6   | 1 | 0     | 0   |
| Netherfield-rd, south      | 2     | 0   | 1 | 4     | 0   |
| Ditto north end            | 2     | 6   | 1 | 8     | 0   |
| St. Ann's hill             | 3     | 6   | 2 | 4     | 0   |
| Fairfield, London-road     | 2     | 6   | 1 | 8     | 0   |
| Falkner-st, end Bedford-   | 1     | 6   | 1 | 0     | 0   |
| end Smithdown-lane         | 2     | 0   | 1 | 4     | 0   |
| Falkner-terrace, Upper     | 2     | 0   | 1 | 4     | 0   |
| Parliament-st              | 2     | 0   | 1 | 4     | 0   |
| Fox-st, end G. Homer-st    | 1     | 6   | 1 | 0     | 0   |
| George's-pier              | 1     | 6   | 1 | 0     | 0   |
| Gilead-house, Kensington   | 2     | 0   | 1 | 4     | 0   |
| Gloucester pl. (centre of) | 1     | 6   | 1 | 0     | 0   |
| Grinfield-street, Smith-   | 2     | 0   | 1 | 4     | 0   |
| down-lane                  | 2     | 0   | 1 | 4     | 0   |
| Gt-Geo's-st, St James-st   | 1     | 6   | 1 | 0     | 0   |
| Gt. Homer-st, end Fox-st   | 1     | 6   | 1 | 0     | 0   |
| Gt. Mersey-st, Kirkdale    | 2     | 6   | 1 | 8     | 0   |
| Gt. Oxford-st, N. southe   | 2     | 0   | 1 | 4     | 0   |
| north end                  | 2     | 0   | 1 | 4     | 0   |
| Hanover-st, Duke-st        | 1     | 0   | 0 | 8     | 0   |
| Canning-place              | 1     | 6   | 1 | 0     | 0   |
| Heathfield-house           | 5     | 0   | 3 | 4     | 0   |
| Hope-st, to Canning-st     | 1     | 6   | 1 | 0     | 0   |
| to Up. Parliament-st       | 2     | 0   | 1 | 4     | 0   |
| Huskisson-st, Chatham-     | 2     | 0   | 1 | 4     | 0   |
| street                     | 2     | 0   | 1 | 4     | 0   |
| Islington-sq, end Shaw-st  | 1     | 0   | 0 | 8     | 0   |

(OVER)

|                           | Coach | Car |   | Coach | Car |
|---------------------------|-------|-----|---|-------|-----|
|                           | s     | d   | s | d     | d   |
| Kensington to Mr Carvers  | 1     | 6   | 1 | 0     | 0   |
| Queen's Arms Hotel        | 1     | 6   | 1 | 0     | 0   |
| Kirkdale, Liver inn       | 2     | 6   | 1 | 8     | 0   |
| Lark-hill (West Derby)    | 4     | 6   | 3 | 0     | 0   |
| Low-hill                  | 1     | 6   | 1 | 0     | 0   |
| Marybone, end Gt. Cross   | 1     | 0   | 0 | 8     | 0   |
| hall-street               | 1     | 0   | 0 | 8     | 0   |
| Moss-st, Islington-sq     | 1     | 0   | 0 | 8     | 0   |
| London-road               | 1     | 6   | 1 | 0     | 0   |
| Mount-pleasant, end of    | 1     | 6   | 1 | 0     | 0   |
| Hope-street               | 1     | 6   | 1 | 0     | 0   |
| Necropolis, Low hill      | 1     | 6   | 1 | 0     | 0   |
| Netherfield-road North,   | 2     | 0   | 1 | 4     | 0   |
| Mr. Earle's house         | 2     | 0   | 1 | 4     | 0   |
| Newsham-house             | 2     | 6   | 1 | 8     | 0   |
| Oak-hill, Old Swan        | 4     | 6   | 3 | 0     | 0   |
| Old Swan                  | 4     | 0   | 2 | 8     | 0   |
| Oxford-st, Crown st       | 2     | 0   | 1 | 4     | 0   |
| Paddington, half way up   | 1     | 6   | 1 | 0     | 0   |
| Park-lane, end Kent-st    | 1     | 6   | 1 | 0     | 0   |
| Parliament-st, Queens dk  | 2     | 6   | 1 | 8     | 0   |
| Pembroke-place, end of    | 1     | 0   | 0 | 8     | 0   |
| Ashton-street             | 1     | 0   | 0 | 8     | 0   |
| Ashton-st, Low-hill (cen) | 1     | 6   | 1 | 0     | 0   |
| Plumbe's-hall             | 2     | 6   | 1 | 8     | 0   |
| Prince's dock, centre ga. | 2     | 0   | 1 | 4     | 0   |
| Basin                     | 2     | 6   | 1 | 8     | 0   |
| Queen's dock, Norfolk-st  | 2     | 0   | 1 | 4     | 0   |
| Queen's-square            | 1     | 0   | 0 | 8     | 0   |
| Railway Sta. Wapping      | 2     | 0   | 1 | 4     | 0   |
| Ranelagh-place            | 1     | 0   | 0 | 8     | 0   |
| Richmond-hill, Breck-la   | 3     | 0   | 2 | 0     | 0   |
| Rodney-st, Leece st       | 1     | 0   | 0 | 8     | 0   |
| Mount-pleasant            | 1     | 0   | 0 | 8     | 0   |
| Rodney-st, Duke-street    | 1     | 6   | 1 | 0     | 0   |
| Roscommon-st, bot. end    | 1     | 6   | 1 | 0     | 0   |
| Netherfield-rd. south     | 2     | 0   | 1 | 4     | 0   |
| Royal hotel               | 1     | 0   | 0 | 8     | 0   |
| Sandhill's-bridge         | 3     | 0   | 2 | 0     | 0   |
| Saracen's-head inn        | 1     | 0   | 0 | 8     | 0   |
| Scotland-place            | 1     | 0   | 0 | 8     | 0   |
| Scotland-rd. Mile end     | 1     | 6   | 1 | 0     | 0   |
| Seacombe-slip             | 1     | 6   | 1 | 0     | 0   |
| Seel-street               | 1     | 0   | 0 | 8     | 0   |
| Shaw-street, Islington    | 1     | 6   | 1 | 0     | 0   |
| Everton Brow              | 1     | 6   | 1 | 0     | 0   |
| Smithdown lane, end of    | 2     | 6   | 1 | 8     | 0   |
| Lodge-lane                | 1     | 0   | 0 | 8     | 0   |
| Soho-st, end W. Henry-st  | 3     | 0   | 2 | 0     | 0   |
| South Shore (tall house)  | 2     | 6   | 1 | 8     | 0   |
| Seakelands                | 2     | 6   | 1 | 8     | 0   |
| Stanhope-street           | 2     | 0   | 1 | 4     | 0   |
| St. Ann's Church          | 1     | 0   | 0 | 8     | 0   |
| St. Anthony's Chapel      | 2     | 0   | 1 | 4     | 0   |
| St. James' Market         | 1     | 6   | 1 | 0     | 0   |
| St. James' walk, Upper    | 2     | 0   | 1 | 4     | 0   |
| Parliament-street         | 2     | 0   | 1 | 4     | 0   |
| St. Martin's Market       | 1     | 6   | 1 | 0     | 0   |
| St. Michael's Ch. Pitt-st | 1     | 6   | 1 | 0     | 0   |
| St. Patrick's Chapel, St. | 2     | 0   | 1 | 4     | 0   |
| James'                    | 2     | 0   | 1 | 4     | 0   |
| Town-hall                 | 1     | 6   | 1 | 0     | 0   |
| Toxteth-park, High-park   | 2     | 6   | 1 | 8     | 0   |
| Coffee house              | 2     | 6   | 1 | 8     | 0   |
| Lower park Coffee-h.      | 3     | 0   | 2 | 0     | 0   |
| The Dingle                | 3     | 6   | 2 | 4     | 0   |
| Herculeanum pottery       | 3     | 6   | 2 | 4     | 0   |
| St. Michael's church      | 4     | 0   | 2 | 8     | 0   |
| Fulwood lodge             | 4     | 6   | 3 | 0     | 0   |
| Otterspool                | 5     | 0   | 3 | 4     | 0   |
| Tuebrook                  | 3     | 6   | 2 | 4     | 0   |
| Vauxhall-rd, end Leeds-st | 1     | 0   | 0 | 8     | 0   |
| Burlington-st.            | 1     | 6   | 1 | 0     | 0   |
| Leigh bridge              | 2     | 0   | 1 | 4     | 0   |
| Warwick-street, Park-rd   | 2     | 0   | 1 | 4     | 0   |
| Waterloo hotel            | 1     | 0   | 0 | 8     | 0   |
| Wavertree                 | 4     | 0   | 2 | 8     | 0   |
| Wellington-road           | 2     | 6   | 1 | 8     | 0   |
| West Derby Chapel         | 5     | 0   | 3 | 4     | 0   |
| West Derby-street         | 1     | 6   | 1 | 0     | 0   |
| Williamson-square         | 1     | 0   | 0 | 8     | 0   |
| Windsor-st, Up. Hill-st   | 2     | 0   | 1 | 4     | 0   |
| Harrington                | 2     | 0   | 1 | 4     | 0   |
| Zoological Gardens        | 2     | 0   | 1 | 4     | 0   |

FARES.—The fare of every Carriage, being a COACH, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—Car fares one-third less.



# LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

## BY TIME.

|                                              |    |    |
|----------------------------------------------|----|----|
| Not exceeding first quarter of an hour ..... | 1s | 0d |
| Every succeeding quarter of an hour .....    | 0  | 6  |
| For every day not exceeding 12 hours .....   | 18 | 0  |

## BY DISTANCE.

|                                                                                             |   |   |
|---------------------------------------------------------------------------------------------|---|---|
| Not exceeding two-thirds of a mile .....                                                    | 1 | 0 |
| Exceeding two-thirds of a mile, but not exceeding 1 mile ..                                 | 1 | 6 |
| For every distance not exceeding one-third of a mile after the first mile, additional ..... | 0 | 6 |
| For every passenger above four an addition of one-fourth of the whole fare .....            |   |   |
| For every stoppage (after the 1st fare) to take 2 or more up ..                             | 0 | 6 |
| For every quarter of an hour waiting, after being called or sent for, additional .....      | 0 | 6 |
| Persons calling a Coach and not using it .....                                              | 1 | 0 |
| Coaches taken through a Tollgate where mileage is due, for every mile, additional .....     | 0 | 3 |

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage\* which the passenger may have with him.

The Omnibus charges are 6d. each to all parts of the town, with 112lbs. of luggage to each person.

\* This applies both to night and day fares.

# TABLE

## OF THE LATITUDES AND LONGITUDES,

And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

## ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow as compared with Greenwich |         |
|----------------------|-------------|-----------|-----------------------------------------------|---------|
|                      |             |           | MIN.                                          | SEC.    |
| Bangor .. ..         | 53 14       | 4 6 w     | 16                                            | 24 slow |
| Barnsley .. ..       | 53 34       | 1 32 w    | 6                                             | 8 slow  |
| Bath .. ..           | 51 23       | 2 22 w    | 9                                             | 28 slow |
| Berwick .. ..        | 55 47       | 2 0 w     | 8                                             | 0 slow  |
| Birmingham ..        | 52 30       | 1 53 w    | 7                                             | 32 slow |
| Bolton .. ..         | 53 35       | 2 26 w    | 9                                             | 44 slow |
| Bridgewater ..       | 51 8        | 2 59 w    | 11                                            | 56 slow |
| Brighton .. ..       | 50 50       | 0 8 w     | 0                                             | 32 slow |
| Bradford, York       | 53 48       | 1 47 w    | 7                                             | 8 slow  |
| Bristol .. ..        | 51 27       | 2 35 w    | 10                                            | 20 slow |
| Buxton .. ..         | 53 15       | 1 55 w    | 7                                             | 40 slow |
| Cambridge .. ..      | 52 13       | 0 6 E     | 0                                             | 24 fast |
| Canterbury .. ..     | 51 18       | 1 4 E     | 4                                             | 16 fast |
| Carlisle .. ..       | 54 53       | 2 54 w    | 11                                            | 36 slow |
| Cheltenham .. ..     | 51 54       | 2 4 w     | 8                                             | 16 slow |
| Chester .. ..        | 53 11       | 2 53 w    | 11                                            | 32 slow |
| Coventry .. ..       | 52 24       | 1 30 w    | 6                                             | 0 slow  |
| Croydon .. ..        | 51 23       | 0 7 E     | 0                                             | 28 fast |
| Darlington .. ..     | 54 32       | 1 34 w    | 6                                             | 16 slow |
| Derby .. ..          | 52 56       | 1 28 w    | 5                                             | 52 slow |
| Dover .. ..          | 51 8        | 1 18 E    | 5                                             | 12 fast |
| Dungeness Lt. house  | .. ..       | 0 58 E    | 3                                             | 52 fast |
| Durham .. ..         | .. ..       | 1 30 w    | 6                                             | 0 slow  |
| Eddystone Lt. house  | 50 11       | 4 17 w    | 17                                            | 8 slow  |
| Exeter .. ..         | 50 43       | 3 32 w    | 14                                            | 8 slow  |
| Falmouth .. ..       | 50 9        | 5 4 w     | 20                                            | 16 slow |
| Gloucester .. ..     | 51 52       | 2 14 w    | 8                                             | 56 slow |
| Halifax .. ..        | 53 44       | 1 52 w    | 7                                             | 28 slow |
| Holyhead .. ..       | 53 19       | 4 38 w    | 18                                            | 32 slow |
| Hull .. ..           | 53 45       | 0 20 w    | 1                                             | 20 slow |
| Ipswich .. ..        | 52 4        | 1 8 E     | 4                                             | 32 fast |
| Lancaster .. ..      | 54 3        | 2 47 w    | 11                                            | 8 slow  |



## ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow,<br>as compared<br>with Greenwich |      |
|----------------------|-------------|-----------|------------------------------------------------------|------|
|                      |             |           | MIN.                                                 | SEC. |
| Land's End ..        | 50 5        | 5 43 w    | 22 52                                                | slow |
| Leeds ..             | 53 48       | 1 34 w    | 6 16                                                 | slow |
| Leicester ..         | 52 38       | 1 8 w     | 4 32                                                 | slow |
| Lincoln ..           | 53 14       | 0 33 w    | 2 12                                                 | slow |
| Liverpool ..         | 53 25       | 2 59 w    | 11 56                                                | slow |
| Lizard Light ..      | 49 57       | 5 13 w    | 20 52                                                | slow |
| London, Saint Paul's | 51 31       | 0 5 w     | 0 22                                                 | slow |
| Macclesfield ..      | 53 16       | 2 8 w     | 8 32                                                 | slow |
| Manchester ..        | 53 29       | 2 13 w    | 8 52                                                 | slow |
| Merthyr Tydvil ..    | 51 44       | 3 22 w    | 13 28                                                | slow |
| Newcastle-on-Tyne    | 54 59       | 1 37 w    | 6 28                                                 | slow |
| Northampton ..       | 52 14       | 0 54 w    | 3 36                                                 | slow |
| Norwich ..           | 52 38       | 1 18 E    | 5 12                                                 | fast |
| Nottingham ..        | 52 58       | 1 9 w     | 4 36                                                 | slow |
| Oxford ..            | 51 45       | 1 15 w    | 5 1                                                  | slow |
| Plymouth ..          | 50 23       | 4 7 w     | 16 29                                                | slow |
| Portsmouth ..        | 50 47       | 1 6 w     | 4 24                                                 | slow |
| Preston ..           | 53 46       | 2 41 w    | 10 44                                                | slow |
| Ramsgate ..          | 51 21       | 1 24 E    | 5 36                                                 | fast |
| Rochdale ..          | 53 37       | 2 9 w     | 8 36                                                 | slow |
| Rugby ..             | 52 22       | 1 15 w    | 5 0                                                  | slow |
| Scarborough ..       | 54 17       | 0 24 w    | 1 36                                                 | slow |
| Selby ..             | 53 47       | 1 3 w     | 4 12                                                 | slow |
| Shields ..           | 55 0        | 1 26 w    | 5 44                                                 | slow |
| Sheffield ..         | 53 23       | 1 30 w    | 6 0                                                  | slow |
| Southampton ..       | 50 54       | 1 24 w    | 5 36                                                 | slow |
| Stafford ..          | 52 48       | 2 7 w     | 8 28                                                 | slow |
| Stockport ..         | 53 25       | 2 9 w     | 8 36                                                 | slow |
| Stockton-on-Tees     | 54 34       | 1 19 w    | 5 16                                                 | slow |
| Sunderland ..        | 54 55       | 1 23 w    | 5 32                                                 | slow |
| Wakefield ..         | 53 41       | 1 32 w    | 6 8                                                  | slow |
| Wigan ..             | 53 33       | 2 38 w    | 9 52                                                 | slow |
| Winchester ..        | 51 4        | 1 19 w    | 5 16                                                 | slow |
| Windsor ..           | 51 29       | 0 37 w    | 2 28                                                 | slow |
| Wolverhampton        | 52 35       | 2 8 w     | 8 32                                                 | slow |
| Worcester ..         | 52 12       | 2 13 w    | 8 52                                                 | slow |
| Yarmouth ..          | 52 36       | 1 46 E    | 7 4                                                  | fast |
| York ..              | 53 58       | 1 6 w     | 4 24                                                 | slow |
| ISLE OF MAN.         |             |           |                                                      |      |
| Douglas ..           | 54 11       | 4 30 w    | 18 0                                                 | slow |

## SCOTLAND.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow,<br>as compared<br>with Greenwich |      |
|----------------------|-------------|-----------|------------------------------------------------------|------|
|                      |             |           | MIN.                                                 | SEC. |
| Aberdeen ..          | 57 9        | 2 9 w     | 8 36                                                 | slow |
| Arbroath ..          | 56 34       | 2 32 w    | 10 8                                                 | slow |
| Ayr ..               | 55 28       | 4 36 w    | 18 24                                                | slow |
| Dumbarton ..         | 55 57       | 4 34 w    | 18 16                                                | slow |
| Dumfries ..          | 55 4        | 3 35 w    | 14 20                                                | slow |
| Dundee ..            | 56 28       | 2 56 w    | 11 44                                                | slow |
| Edinburgh ..         | 55 58       | 3 10 w    | 12 41                                                | slow |
| Glasgow ..           | 55 52       | 4 17 w    | 17 7                                                 | slow |
| Greenock ..          | 55 57       | 4 45 w    | 19 0                                                 | slow |
| Inverness ..         | 57 31       | 4 9 w     | 16 36                                                | slow |
| Kelso ..             | 55 36       | 2 25 w    | 9 40                                                 | slow |
| Kirkcudbright ..     | 54 50       | 4 4 w     | 16 16                                                | slow |
| Lanark ..            | 55 41       | 3 48 w    | 15 12                                                | slow |
| Leith ..             | 55 59       | 3 11 w    | 12 44                                                | slow |
| Linlithgow ..        | 55 58       | 3 36 w    | 14 24                                                | slow |
| Montrose ..          | 56 43       | 2 25 w    | 9 40                                                 | slow |
| Paisley ..           | 55 51       | 4 27 w    | 17 48                                                | slow |
| Peebles ..           | 55 40       | 3 13 w    | 12 52                                                | slow |
| Perth ..             | 56 24       | 2 24 w    | 13 36                                                | slow |
| Port Patrick ..      | 54 50       | 5 4 w     | 20 16                                                | slow |
| Selkirk ..           | 55 33       | 2 51 w    | 11 24                                                | slow |
| Stirling ..          | 56 6        | 3 55 w    | 15 40                                                | slow |
| IRELAND.             |             |           |                                                      |      |
| Armagh ..            | 54 21       | 6 37 w    | 26 30                                                | slow |
| Belfast ..           | 54 36       | 5 54 w    | 23 36                                                | slow |
| Cork ..              | 51 54       | 8 30 w    | 34 0                                                 | slow |
| Dublin ..            | 53 21       | 6 20 w    | 25 22                                                | slow |
| Dunmore Head         | 52 8        | 10 26 w   | 41 44                                                | slow |
| Drogheda ..          | 53 43       | 6 22 w    | 25 28                                                | slow |
| Kildare ..           | 53 10       | 6 56 w    | 27 44                                                | slow |
| Kilkenny ..          | 52 40       | 7 14 w    | 23 56                                                | slow |
| Limerick ..          | 52 39       | 8 35 w    | 34 20                                                | slow |
| Londonderry ..       | 55 0        | 7 16 w    | 29 4                                                 | slow |
| Portrush ..          | 55 12       | 6 36 w    | 26 24                                                | slow |
| Sligo ..             | 54 17       | 8 25 w    | 33 40                                                | slow |
| Tipperary ..         | 52 28       | 8 7 w     | 32 28                                                | slow |
| Waterford ..         | 52 16       | 7 9 w     | 23 36                                                | slow |
| Wexford ..           | 52 21       | 6 25 w    | 25 40                                                | slow |
| Wicklow ..           | 52 59       | 6 2 w     | 24 8                                                 | slow |



## Lancaster Canal Swift Packet Boats,

Travelling at upwards of Nine Miles per hour.

| KENDAL AND<br>LANCASTER<br>TO<br>PRESTON,<br>LIVERPOOL, OR<br>MANCHESTER.   | Kendal.                           | Lancaster.                        | Arrival at<br>Preston,            | Trains leave<br>Preston           | Arrival at<br>Liverpool or<br>Manchester. |
|-----------------------------------------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-------------------------------------------|
|                                                                             | ....<br>6 30 a.m.<br>8 30 ,,      | 6 0 a.m.<br>9 50 ,,<br>11 50 ,,   | 9 20 a.m.<br>1 20 p.m.<br>3 20 ,, | 9 45 a.m.<br>2 20 p.m.<br>4 20 ,, | 12 noon<br>4 0 p.m.<br>6 0 ,,             |
| LIVERPOOL,<br>MANCHESTER, OR<br>PRESTON,<br>TO<br>LANCASTER, AND<br>KENDAL. | Manchester.                       | Liverpool.                        | From<br>Preston                   | Arrival at<br>Lancaster.          | Arrival at<br>Kendal.                     |
|                                                                             | 9 0 a.m.<br>11 15 ,,<br>2 45 p.m. | 8 45 a.m.<br>11 0 ,,<br>2 30 p.m. | 11 0 a.m.<br>1 30 p.m.<br>4 0 ,,  | 2 20 p.m.<br>4 50 ,,<br>7 20 ,,   | 6 20 p.m.<br>8 30 ,,<br>....              |

| FARES BETWEEN | FIRST CABIN.                  |         | SECOND CABIN.                |         |
|---------------|-------------------------------|---------|------------------------------|---------|
|               | { Preston and Lancaster ..... | 1s. 6d. | { Lancaster and Kendal ..... | 1s. 0d. |
|               |                               | 3s. 0d. |                              | 2s. 0d. |

An Omnibus between the Railway and Packet Stations free from charge.

1st Mo. 1st, 1842.

N.B.—The Packets are Warmed during the Winter Season.



m Morning. a Afternoon.

- ☉ New Moon  
 ☽ First Quar.  
 ☿ Full Moon  
 ♀ Last Quar.

| JAN.                       | S  | M  | T  | W  | T  | F  | S  |
|----------------------------|----|----|----|----|----|----|----|
| 1st 21 <sup>st</sup> Month |    |    |    |    |    |    |    |
| ☉ 3, 8, 10a                | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☽ 11, 15, 4a               | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☿ 19, 0, 9                 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☿ 26, 50, 5a               | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|                            | 30 | 31 |    |    |    |    |    |

| FEB.          | S  | M  | T  | W  | T  | F  | S  |
|---------------|----|----|----|----|----|----|----|
| 2d Month      |    |    |    |    |    |    |    |
| ☉ 22, 10m     | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☽ 10, 54, 11a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☿ 18, 4, 11a  | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☿ 2, 1, 5, 4a | 27 | 28 |    |    |    |    |    |

| MARCH         | S  | M  | T  | W  | T  | F  | S  |
|---------------|----|----|----|----|----|----|----|
| 3rd Month     |    |    |    |    |    |    |    |
| ☉ 4, 22, 1m   | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☽ 12, 29, 6a  | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☿ 19, 42, 10a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☿ 26, 57, 1a  | 27 | 28 | 29 | 30 | 31 |    |    |

| APRIL         | S  | M  | T  | W  | T  | F  | S  |
|---------------|----|----|----|----|----|----|----|
| 4th Month     |    |    |    |    |    |    |    |
| ☉ 2, 30, 6a   | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☽ 10, 31, 10a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☿ 18, 32, 6a  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☿ 24, 28, 11a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| MAY           | S  | M  | T  | W  | T  | F  | S  |
|---------------|----|----|----|----|----|----|----|
| 5th Month     |    |    |    |    |    |    |    |
| ☉ 2, 46, 0a   | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☽ 10, 38, 11m | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☿ 17, 10, 0a  | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☿ 24, 39, 9m  | 29 | 30 | 31 |    |    |    |    |

| JUNE         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 6th Month    |    |    |    |    |    |    |    |
| ☉ 1, 51, 6m  |    |    |    | 1  | 2  | 3  | 4  |
| ☽ 8, 14, 10a | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☿ 15, 52, 4a | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☿ 22, 22, 9a | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☿ 30, 41, 1a | 26 | 27 | 28 | 29 | 30 |    |    |

QUARTERLY  
TERMS.

Lady, 25 Mar  
 Mids. 24 June  
 Mich. 26 Sept  
 Chris. 25 Dec.

| JULY         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 7th Month    |    |    |    |    |    |    |    |
| ☉ 8, 1, 7m   | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☽ 14, 5, 10a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☿ 22, 57, 10 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☿ 30, 42, 2a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|              | 31 |    |    |    |    |    |    |

| AUG.         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 8th Month    |    |    |    |    |    |    |    |
| ☉ 6, 45, 2a  | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☽ 13, 22, 5m | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☿ 21, 14, 2a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☿ 29, 29, 3a | 28 | 29 | 30 | 31 |    |    |    |

| SEP. T.      | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 9th Mon.     |    |    |    |    |    |    |    |
| ☉ 4, 15, 10a | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| ☽ 11, 58, 3a | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☿ 19, 34, 6a | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☿ 27, 5, 3a  | 25 | 26 | 27 | 28 | 29 | 30 |    |

| OCT.          | S  | M  | T  | W  | T  | F  | S  |
|---------------|----|----|----|----|----|----|----|
| 10th Mon.     |    |    |    |    |    |    |    |
| ☉ 4, 24, 6m   | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☽ 11, 41, 6a  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☿ 19, 12, 11a | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☿ 27, 41, 0a  | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|               | 30 | 31 |    |    |    |    |    |

| NOV.         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 11th Mon.    |    |    |    |    |    |    |    |
| ☉ 2, 8, 4a   | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☽ 10, 15, 1m | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☿ 18, 29, 3a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☿ 25, 59, 8a | 27 | 28 | 29 | 30 |    |    |    |

| DEC. 12th    | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 12th Mon.    |    |    |    |    |    |    |    |
| ☉ 2, 15, 4m  |    |    |    |    | 1  | 2  | 3  |
| ☽ 9, 24, 10a | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| ☿ 17, 46, 6a | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☿ 24, 45, 4a | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☿ 31, 2, 7a  | 25 | 26 | 27 | 28 | 29 | 30 | 31 |

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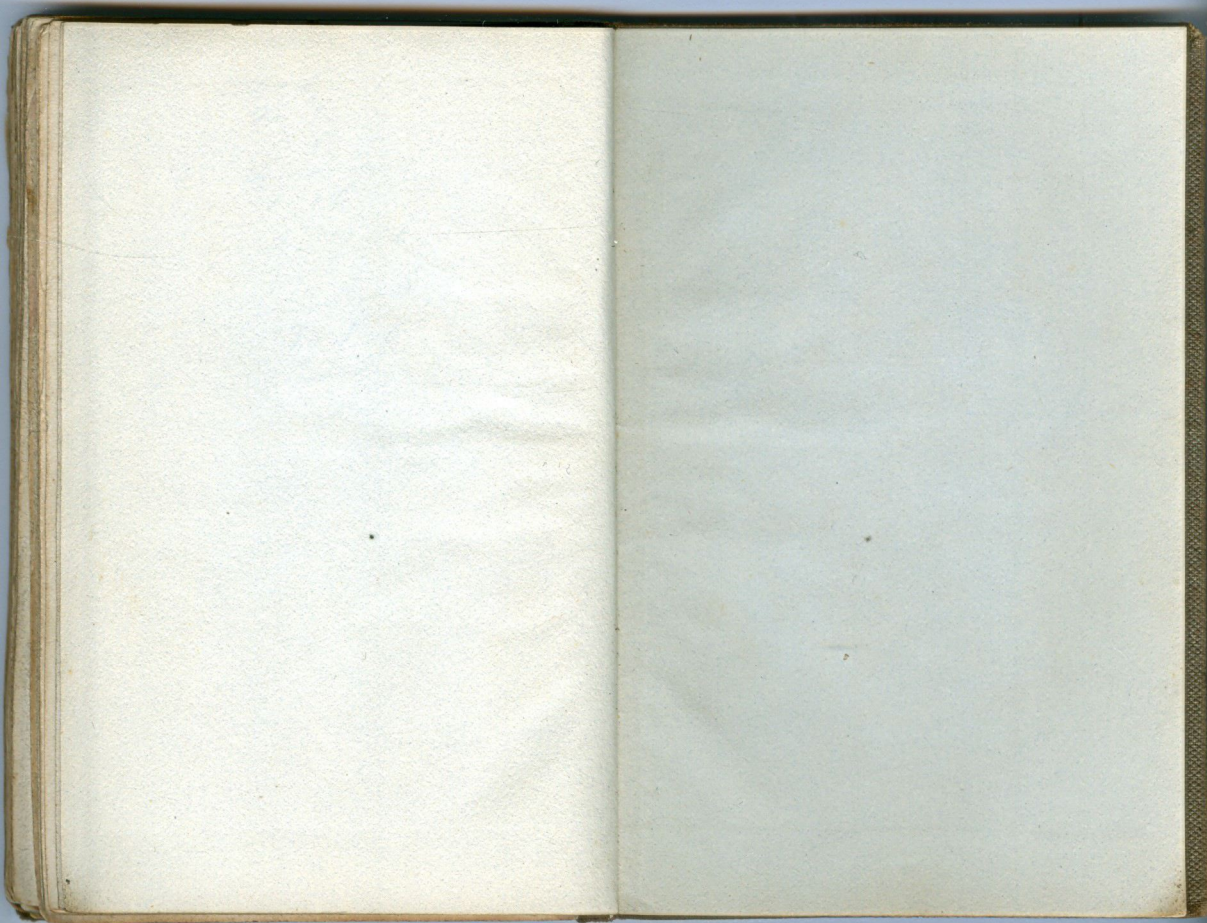
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